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HONGKONG, THURSDAY, OCTOBER 28TH, 1909.

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THE HONGKONG DISPENSABY.

Hongkong, 8th October, 1909.

NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of acod faith. All letters for publication should be written on

The crew of the native craft were rescued. one side of paper only. No anonymously signed communications that have already appeared in other papers will be took the oaths of office as acting Chief Justice

inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day or publication. After that hour the supply is will take the place vacated by Mr. Hazeland at limited. Only supply for Cash.
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HONOKONG, OCTOBER 28TH 1909.

In view of the statement made by H. E. the GOVERNOR in his Budget speech that the each, but the woman, who said she went to look receipts from a half-year's working of the for her husband who had pawned her jacket, was discharged Kowloon-Canton railway (British section) estimated at \$20,000, been is interesting to learn what are going to the Supreme Court to take over the actual traffic receipts of other lines in the duties of Attorney-General. The Hon. Mr. W. Canton district, and in order to draw comparisons we avail ourselves of the statistical information furnished by the Mr. E. R. Hallitax on his return to the Colony Commissioner of the Chinese Imperial will preside as a Magistrate. Customs at Canton in his Report for 1908, which has just reached us. The British the iron bars of a window at No. 1, St. John's section of the Kowloon-Canton railway be twenty-two miles in length, while the Canton-Samshiu line is thirty miles. This line in 1908 carried 3,052,920 passengers and the gross earnings from all sources cerebral concussion. amounted to \$582,005, of which sum passengers' contributed \$568,745, or -8 decrease of \$10,993 as compared with the 1907 figures, due, the Commissioner says, to P. H. Holyoak, E. E. Aucott, and E. Gaster, floods and typhoon, failure of rice crop, to be followed by a discussion, during which shortage in the first silk crop, the national mourning and the generally depressed state of local business. Twenty thousand dollars as a half-year's receipts from the Kowloon line seems a very low estimate, but it has, of course, to be borne in mind that the territory through which this section passes is sparsely to take all possible steps to stop piracy and populated and that until it is connected up brigandage in that territory. It is felt that, in - with the Canton section its chances o remunerative traffic are ex obtaining small. It is probable that, ceedingly contrary to the experience of the Fatshan-

fite to be held on Saturday afternoon under the suspices of the Children's Ministering League. pausengers, but its carnings from either There will be a variety entertainment and the performance of a play entitled "a Pair of the connection is made. A careful Lunatics." estimate, the Commissioner says, on the Padaug, a West Sumatran port well known authority of the Engineer-in-Chief, antici-

Samshui line, it will draw as large a pro-

portion of its receipts from freight as from

source are unlikely to be large until

pates the opening to truffic of a 30

mile section (that is to say, a third) of the

Chinese section, from Canton outwards in

March, 1910, and a through connection with

Kowloon in or about July, 1911. The Com-

missioner mentions that the route adopted

offers every prospect of considerable traffic.

It is pointed out that from Canton to Shek-

lung there are many large villages, and that

the railway will provide ready access to the

Hongkong and Canton markets for the

lichees, sugar cane, oranges and other pro-

ducts of these richly cultivated and pros-

perous districts. Sheklung itself, he says, from

its commanding position on the East River,

is destined to be the principal distributing

centre for the district. To the south of Shek-

been obtained through a fine country with

much arable land and prospects of rapid

development. Pincapples and vegetables

are produced in large quantities in the

district. We can only hope that, this is all

to the good of the railway, but experience

in China has shown that the development

of the freight-carrying capacity of railways

is extremely slow. It is the experience of

the section of the trunk line of the Canton

Hankow line already opened, as well as of

the branch line from Canton to Samshui

But there is some reason for hoping that

the Canton-Kowloon railway will prove an

exception to what appears to be a general

rule in China, for the line for three-quarters

of its length follows a route well away from

the coast line and, therefore, for the trans-

port of the local produce intended for the

Hongkong and Canton markets the railway

pending the opening of through traffic the

on passenger traffic alone for ts receipts .

then \$20,000 for a period of six months

will not strike the reader as an under-estimate

when he learns that on the forty-five

English miles of the grand trunk line of the

Yueh-Han Railway the earnings for twelve

months did not amount to more than

\$167,202, though over a million passengers

The German Mail of the 25th September was

A fine of \$7,000 was imposed by a Singapore

The steam launch Hoi Ling ran down a cargo

The Hon. Mr. Rees Davies, K.C., yesterday

before H.E. the Governor, Mr. F. A. Hazeland

will act as Attorney General and Mr. Hallifax

newspapers that Macao has been visited by a

harbour ruined." We wouldn't have known of

it had it not been for the veracious correspon-

Thirty Chinese, twenty-nine men and

woman, were charged before Mr. J. R. Wood at

the Magistracy yesterday with gambling at 372,

Queen's Road Central. The men were fined \$3

Mr. J. R. Wood presided alone at the

Magistracy yesterday, Mr. F. A. Hazeland

Rees Davies, K.C., will act as Chief Justice

On Monday a Chinese painter, while painting

Place, fell to the ground, a distance of 20 feet

The fall was occasioned through the loosening

himself. He was picked up and removed to his

home, and after lingering for two days died of

This evening at the Union Church Literary

Club, Kennedy Road, prepared speeches on

various subjects will be delivered by Messrs.

coffee and fruit will be served. All members

It was authoritatively stated in Paris three

weeks ago that the Colonial Ministry has in-

structed the Governor-General of Indo-China

view of the serious French losses in recent

skirmishes in the Tongkong region, that the

time has come to put an end to a situation which

at 9 p.m. sharp by Mr. F. Browne.

is rapidly becoming intolerable.

during the absence of Sir Francis Piggott, and

dents of the Manila journals.

boat near Bank wharf early yesterday morning.

Magistrate the other day on a Chinese for

having been in possession of illicit chander.

delivered in London on the 25th inst.

were carried.

the Magistracy.

ought to appeal strongly to the farmers. I

in the commercial world for its coffee exports, stands in the enviable position of having had no failures among its traders, European, Chinese, and native for years, so says a Batavia paper. Trade rests there on such solid foundations that several firms have had to move into new offices to meet the increase of business. The old offices are taken up for trading purposes the moment they are vacated.

The South British Insurance Company, Limited, have had a successful year's business in 1908. The report and balance sheet presente d to the meeting of shareholders on October 14th shows that the net revenue amounted to £341,053-16-11, which after making full provision for losses outstanding leaves a surplus of £59,625-5-10. A dividend of 1/6 per share for the half-year ended 31st August, making the total distribution for the year 3/ per share). was recommended. Mr. S. G. Newall is lung onwards to Samchun, a direct route has docal manager.

> We have received from the Managing Committee of the Edinburgh Parsi Union a copy of the "In Memoriam" to Dr. Lalcaca, an exquisitely printed booklet forming a record of the Doctor's brave deed in trying to save the life of Sir Curzon Wylie. The entire profit from the sale of the book will be devoted to perpetuate the memory of the brave Doctor in a suitable form. The price of the book is one shilling (12 annas) net, and it can be had from the Edinburgh Parsi Union, Broacha House, 38 Chalmers Street, Edinburgh; or from Messrs. D. B. Taraporewalla and Sons, booksellers and publishers, Fort, Bombay.

> At the last meeting of the Kulangsu (Amoy) Municipal Council the Captain-Superintendent of Police reported the steps that have been taken to prevent the spread of hydrophobia within the Settlement. All dogs, whether owned: by foreigners or Chinese, are, until further notice, to be kept tied up and under control. If allowed out they must wear muzzles, even if they are being led on chains, &c. Muzzles have been ordered and will be supplied at cost price by the Council on application. This order came into force on the 29th September, when the Council invited, by "Express," the samest co-operation of both Foreign and Chinese residents in the Settlement in their endeavours to stamp out rabies. Instructions were also given that any dogs found without muzzles ofter the 29th September were to be destroyed. The muzzles arrived on the 4th October, and have since been issued to owners of dogs on applica-

The five Australian cricketers, Messrs. M. A. Noble, F. Laver, W. W. Armstrong, A. Cotter, and A. J. Hopkins, who will visit Singapore on their way home, and will play there during their stay, will arrive from Colombo by the P. and O. Assaye on Friday, November 5. No definite arrangements have yet been made with regard to teams or matches, as much depends upon the views of the Australian visitors, but it would seem possible that a match might be begun the day after their arrival, Saturday, and continued on the Monday or the following day, Tuesday, November 3, which is a public holiday. Efforts have been made to get together the best local teams available, and it is hoped that some men will come down from the States, with whose various clubs correspondence has taken place. It is understood, says the Straits Times, that one well-known player from Bangkok will It is interesting to learn from the Manila be available. These matches should afford exdestructive typhoon, as the result of which the cellent preparation for the Hongkong tour. "Praya Grande was destroyed and the inner The Straits team sails for Hougkong on o about November 12.

Next Sunday being the last day of the month consecrated to the Blessed Rosary of the Holy Virgin Mary, a Solemn High Mass will be held at the Cathedral of the Immaculate Conception at 8 o'clock in the morning, the Rev. Fr. Gabardi, the Rector of the Cathedral, officiating assisted by a deacon and sub-deacon. After the singing of the Gospel, the Rev. Fr. A. M. Moraes Sarmento, the Secretary to his Lordship the Bishop of Macao, will preach in Portuguese. The Sanctuary Choir will be fully occupied by the Clergy of the different missions and the Seminarists. In the evening at 5 o'clock there will be recitation of the Rosary, followed immediately by the procession of the Blessed Lady of Rosary, accompanied by the band of the "Phillarmonica," round the spacious' compound of the Cathedral. After the singing of the Lauretan Litany by the Choir, the Rev. Fr. William-Arkwright, S.J., professor of the St. Joseph's College of Macao, will preach in English and the festivities will conclude with of a bar by which the workman was supporting the benediction of the Holy Sacrament. We are informed that the processional march to be played during the procession, entitled "Regina Sacratissimi Rosarii," was expressly composed for the occasion by Mr. Costa, the bandmaster of the "Phillarmonica."

LATEST STEAMER MOVEMENTS

The C.N. Co.'s str. Taming left Manila on are requested to attend. The chair will be taken the 26th inst., and is due here to-morrow. The Indo-China str. Kumsang left Calcutta for this port via the Straits on the 25th instant, and may be expected here on or about the 11th

> The M.M. str. Ernest Simons left Suez on the 26th instant, making a delay of eleven days. before arrival at this port. The mails have most probably been transferred to the first steamer

The C.P.R. str. Empress of Japan left Yokohama on the 26th instant, at noon, for Victoria and Vancouver, B.C. The P. and O. str. Oalawan is expected to arrive at Colombo on the 4th prox. 4 p.m.

Attention is directed to the bazsar and fancy TELEGRAMS.

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REUTER'S SERVICE TO THE "HONGRONG DAILY PRESS."

THE AUSTRIAN BUDGET.

LONDON, October 26th. The Austrian Budget just presented to the Reichsrath shows an estimated deficit of £1,681,709. It foreshadows numerous taxes.

> THE GROWTH OF MILI-TARISM.

London, October 26th. It is announced that the Austro-Hungarian Government require an additional £10,280,000 for military and naval purposes, which it is proposed to raise by loans.

THE ISAR.

London, October 26th. The Tsar is returning to Russia by the same route which he travelled to

EXPLOSION ON A BRITISH WARSHIP.

LONDON, October 27th. An explosion occurred in the stokehold of H.M.S. "Hogue" now under repair at Devonport. Eight persons were injured, two seriously.

THE LATE PRINCE ITO.

London, October 27th. The newspapers generally publish articles on the tragedy at Harbin, and express sympathy with Japan.

Prince Ito's son has arrived at Genoa, and the sad news was communicated to him.

THE STRANDED "RAGNAR."

The Danish tug Protector returned to the Colony yesterday after a visit to the scene of the wreck of the Norwegian steamer Ragnar on Pattle Island. On Monday morning those on cuss the matter. In consequence of board the Profector took observations of the stranded steamer and came to the conclusion that they could refloat her, but before starting operations they decided to have tiffin. During the meal, however, the Ragnar was lifted by a heavy swell, and foundered before the Protector had an opportunity of putting into operation the scheme for refleating her.

So far, Mr. Eitzen, the Norwegian Consul, has received no word of the missing engineers but hopes that they were picked up by the Prometheus or some other passing steamer, and that he will receive news of their safety from Bangkok.

NEW CHINESE RAILWAY.

THE PEKING-KALGAN LINE. With great ceremony and lavish hospitality, in the presence of Prince Su, and the Mongo Princes and foreign guests, a luncheon of 2,000 covers celebrated on the 1st inst. the opening of the Peking-Kalgan Railway, which has been under construction since October, 1905. Natural pride, the Times correspondent reported, is manifested at the fact that this is a purely Chinese undertaking, the chief engineer of which. Jeme Tienyow, a member of the Institute of Civil Engineers, and every employe are Chinese; but the rails and rolling stock are foreign. It has been paid for from the earnings of the Northern Railways, without foreign financial assistance.

The line, the length of which is 122 miles, foins Peking with the important trade mart of Kalgan, piercing the Nankau Pass by four tunnels, the longest, under the Great Wall, being 3,580ft. It taps extensive coalfields and is well and economically laid. Already the traffic is astonishing and will add to the wealth of the province and increase the earnings of

the Northern Railways. The construction of the line has given training and experience to a body of young Chinese engineers, who will find ready employment in the future. The line will now be continued westwards through populous country to Kweihus cheng and the Yellow River, a distance of 275 miles, the route for which was surveyed last year. This line will also be paid for from the earnings of the Northern Railways.

It is much to be desired that the hoarded millions in the Palace could be devoted to similar enterprises, for, owing to the small appropriation; the present rate of Chinese railway construction is regrettably slow.

Sir J. N. Jordan, replying on behalf of the foreigners present, dwelt upon the importance of the occasion, which her considered an epochmaking one in the history not only of China but of the world. He paid a tribute to the skill of Jeme Tienyow, a Cantonese educated in America, and to the enlightened management of the Minister of Communications.

FRENCH NAVAL ROMANCE.

It has been the custom of the French naval authorities, for several years, to send a certain number of young officers to study foreign languages. This custom has had at least one romantic sequel, for the engagement is now announced of Ensign Rouvier, son of Rear-Admiral Rouvier and nephew of Surgeon-General Reuvier, who was sent to Japan, to Mdlle. Ito, daughter-of-the victor of the Yalu, The wedding is to take place shortly in Tokyo and a Paris correspondent states that a vessel from the French Far Eastern squadron will be found to carry on in their stead. present to mark the occasion.

SUPREME COURT.

Wednesday, October 27th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (Puisne Judge).

CAPTAIN'S ALLEGED WRONGFUL DISMISSAL. The action was continued in which Captain W. Cooper, lately master of the s.s. Tak Hing, sued the Sze Yap S.S. Co., Hongkong, for \$858.33, for wrongful dismissal on September 15th, 1909, \$750 being three months' wages in lien of notice. Mr. Reader Harris (from the office of Mesers. Wilkinson and Grist) appeared for plaintiff, and Mr. P. S. Dixon (from the office of Mr. R. Harding) appeared for the defendant.

Plaintiff, who was recalled, stated that the longest time he had ever taken to come in to the wharf on a Sunday was 30 minutes. On that occasion he could only work one engine. He explained the decrease of passengers since he was captain by stating that the company had put another and larger steamer on the run. Cross-examined He did not know that it was

a question of being quick or slow in coming to the wharf. He was always careful of the ship. A. J. Lindberg, second engineer of the Paul Beau, said he was formerly engineer on the Tak: Hing. The longest time the Tak Hing took to come alongside the wharf was about an hour and ten minutes.

Why did she take so long?—The ship is only ginger bread. She is pretty well done for. Everybody down the waterfront knows her. She has either a list on one side or the other and requires a good deal of handling.

Do you remember the two occasions on which Captain Cooper took over an hour to moor her?—Yes.

When were they?—One was the morning on which he got the sack. He was discharged before that?—No.

John Acock, chief officer of the Tai On, said it was not true that on one occasion the Tak Hing took three hours to moor. The longest been sent to the North to investigate certain he knew of, while Captain Cooper was in command, was thirty-five minutes.

Tai On, said the longest time he had known the Tak Hing take to moor was twenty minutes, but he did not always see her.

The hearing was again adjourned until Monday.

STRIKE OF SHIP PAINTERS.

INCREASED PAY DEMANDED.

After unsuccessful applications for increase of pay by fifteen cents a day the ship painters of the Colony have gone on strike. On Saturday morning Chief Detective-Inspector Hanson was called to the office of the Registrar-General, where a deputation headed by Hon. Dr. Ho Kai and Hon. Mr. Wei Yuk, and consisting of employers and employees, assembled to distranspired at this meeting a painter named Mok Kau was arrested, and charged before Mr. J. R. Wood at the Magistracy yesterday with hindering two apprentices from pursuing their lawful calling by using threats of violence.

The master of the Shung Hing painters shop of 29, Coleman's Bazaar, told the Court that on the early morning of Saturday the defendant stood at the entrance to Coleman Street with a pencil and paper, and noted down the names of the two apprentices. He then said, "If you have heroism you won't go to

His Worship-Is that sufficient for a charge? Inspector Hanson-The difficulty is that these two apprentices will not come forward. As usual in these strikes, they are afraid of the consequences. I don't think this man has stated all he knows.

Witness told the Court that defendant also said, "If you do the work to-morrow you cannot enter the guild."

His Worship-If that is all the evidence, Mr. Hanson, I shall discharge the defendant. Inspector Hanson-Will your Worship ask the witness whether the strike is still on, and how long it has been on ?

His Worship (to witness)—Is the strike going on !- There is nobody at work now. When did the strike start !-- On Saturday.

Have the two apprentices joined in the movement?-No. Are they still working !-They are.

Inspector Hanson stated that he had acted in this matter entirely under the Registrar-General The strike was still on, and he believed the parties had been given till Wednesday to come to an understanding. He did not know what steps had been taken, but a further meeting ing in the short-time movement as it co-operated was to be held at the Registrar-General's office.

His Worship-I must have further evidence that the defendant has threatened violence. he said was that if the apprentices continued work they would be struck out of the guild. the steps taken by the Arkwright Club regard-That is not a threat of violence.

Inspector Hanson—I leave the matter in your | the International Cotton Federation are to the Worship's hands. His Worship—I cannot do anything on that

evidence. The defendant is discharged.

In connection with this strike a representative of the Daily Press interviewed the Hon. Mr. A. W. Brewin, Registrar-General, yesterday. He was informed that shipowners had been approached by the contractors employing the painters, but that the owners were not agreeable to increase the contract price to enable the employers to meet the demands of the workmen. is 3,183,3924. This is the largest quantity The employers, however, appear to be in no hurry to end the strike as, in consequence of first compiled in 1905. In 1908 the baleage was business being slack, they are not seriously handicapped. Again, they appear to be confident that the strike will not be general, and incline to the belief that if the disaffected painters decline to return to work, others will be

CANTON.

(FROM OUR OWN CORRESPONDENT.

October 25th.

CLAN FİGHT. A very serious clan-fight took place lately between the inhabitants of Sam Sing Tong and Pak Tong Villages. The trouble arose over some trivial matter connected with the visit of a theatrical troupe. On Thursday the fighting was carried on all day and the strife was renewed on Friday. The fighting took place in the fields near the villiages and resembled a pitched battle. Many persons were seriously injured before the officials restored order. It is said that the trouble is likely to break out again in the near future. That such events can take place within a dozen miles of the provincial capital speaks volumes for the rottonness and powerlessness of the local Govern-

ECHOES OF THE GREAT STORM.

The recent storm caused considerable damage to the sandy shore near the Shek Wai Tong Railway Station. It is said that the landing place from the ferry has been rendered unsafe and that much money will have to be expended before things are put into order again. The storm also broke the railway line at a place called Wu Tung, while at Ying Tsui the line was flooded to such an extent that the trains could not run. Workmen are busily engaged in

repairing the damage. The artful rice dealers of Fatshan are taking advantage of the recent typhoon to raise the price of rice. As the least, rise in this commodity falls very hard on the poorest section of the community much distress is being felt. It is said that the storm did very little damage to the fields in this district and that the dealers have only raised the price for their own selfish profit.

POLICE MATTERS, The Director and the Provincial Military Bureau has prepared a scheme for the strengthening of the police force and the Viceroy has given it his official sanction. An officer has matters connected with the police system and on the completion of this mission he will return to Thomas McCartney, chief engineer on the Canton. A day or two ago certain Yamen runners under the charge of a petty officer and the Nam Hoi district made an excursion in search of private opium smokers. A man named Chung Wah was shot and much excitement was thereby caused. At the trial which was held afterwards the petty officer was dismissed the

THE DYNAMITE SCARES.

In reference to the numerous finds of dynamite which have recently engrossed public attention, it is stated that detectives have been told off to keep a watch on the storehouses of the city and district and to ascertain, of possible, whother the deadly stuff is being manufactured in the country or being imported from abroad If the latter is the case the detectives have been commanded to pay particular attention to trade-marks on the packages so that some trace of its origin may be discovered.

HOW CRIMINALS ESCAPE PUNISHMENT. Some indignation is being felt at the result of the trial of a certain official who, for a certain grave offence was brought up many times for trial before the last Viceroy. The man was sentenced to be decapitated, but as a result of the petitions of various powerful friends the sentence was never carried out. The offender happended to belong to the same province as the late Provincial Treasurer and the latter exerted his utmost influence to defeat the law. It was held that the man's crime was committed before the decease of the late Emperor, and that therefore he was one whom the general pardon granted on the accession of the present monarch might benefit. He is soon to be set at liberty.

FURTHER BAD WEATHER As this is being posted (Tuesday morning) the rain is coming down in torrents, as it has done since 4 p.m. yesterday. During the night the wind has been very high and there is every sign that a great storm has occurred somewhere near.

THE COTTON TRADE.

The Committee of the International Federation of Master Cotton-spinners' and Manufacturers' Associations met at Frankfort-on-Main on the 5th inst, to consider the grave crisis which had arisen in the cotton trade, not only in Europe, but in America. Reports were presented by members of the committee from England, France, Germany, Austria, Italy, Switzerland, Belgium, Holland, Russia and Spain on the condition of the trade and the extent of the short-time movement.

After full deliberation on the information thus secured the committee considered a message which had been received from the president of the Arkwright Club, Boston, the recognized organization of cotton-spinners in America, to the effect that America is desirous of co-operatsuccessfully in 1908-9. It was decided to send the following message by cable to Mr. Parsons. president of the Arkwright Club, Boston :-

The International Cotton Committee, meeting in Frankfurt, expresses great satisfaction with ing the curtailment of production in American mills. Reports from the countries affiliated to effect that short-time working has been practically unanimous, and in view of the present position of trade will be continued on a large scale. Macara, President." THE WORLD'S SUPPLY OF COTTON.

Statistics showing the consumption of cotton during the year ended August 31 last and the stocks of cotton in spinners' hands on that date have been issued by the International Federation of Master Cotton Spinners and Manufacturers. whose headquarters are at Manchester. The actual number of kales in spinners hands in the 20 countries from which returns have been secured recorded, except in 1907, since the returns were 2,728,045; in 1907, 3,344,410; in 1906, 1,210,610; and in 1905, 935,237. American spinners this year had in their possession 908,000 bales as against 596,000 last year. Russia came next with 545,644 bales; Germany had 333,669; Great Britain 331,741; and Japan 325,259. The only other country with above 200,000 bales is India.

THE LATE PRINCE ITO.

THE ROMANTIC BEGINNINGS OF GREAT CAREER.

The reference books tell us that the great statesman of Japan whose career has just been so tragically ended was born in September, 1841, that he "escaped to England with Count Incure in the days of the las Shogun and took part on the Imperial side during the war which led to the Restoration." This brief statement covers a story of the most romantic interest. We are not aware that any adequate biography of the great statesman has ever been written. From time to time Prince Ito has been urged to write an autobiography but whether we are destined to have that fascinating story from his own pen Time will show. Ito Hirobomi was born of humble parentage, and the first time-we-come across his name in the literature which has been written about Japan we are told of his being smuggled on to an English ship in the dead night to proceed to England with the object of improving his education. This first interest ing and important incident in his career fascinatingly told in "Gleanings from Japan, by Dr. W. G. Dickson, and we give the story in the author's own words:---

"Upon a fine summer evening in 1862, while residing with a friend in Yokohama under the hospitable roof of Messrs. Jardine, Matheson Co., I returned home in the evening, and in passing through the little garden looking out to the beautiful bay of Yedo, I observed four young Japanese in European dress standing smong the bushes and evidently wishing to avoid observation. I inquired who they were as at that time four men lurking in a corner of a garden and trying to escape observation implied business of some kind—it might be with their pens, it might be with their swords. To my inquiries I was told that they were four young Samurai whom the Daimio of Choshiu wished to send to England, to finish there the education which had been commenced in their native schools, and who by their energy had shown themselves worthy of being singled out to develop their talents by the study at head-quarters of foreign languages and European arts and sciences—that, in short, they were standing there till a suitable opportunity might occur during the evening eluding the vigilance of the officers on shore, and the Yakunins on board the steamer, to ship them on board the vessel unseen by any of their countrymen. Knowing the Captain of the vessel, I volunteered to take them off at once in the Captain's gig, manned as it was Chinese. Getting alongside, I hailed Captain, and asking him if he could entertain the Yakunins in the cabin for a few minutes, we soon saw the four young men safely stowed away in a cabin out of sight of the officials, who were to leave the vessel for the night in a few hours. These were the forerunners of coming changes, of revolution, of the overthrow of existing institutions, of impoverishment and degradation to some, of wealth and station to others. They were all natives of Nagato, and subjects of the Prince of Choshin, and at his expense they were sent to England to study and report paving the way for his own effacement, for the loss of his principality and the power therewith connected, for the overthrow of existing fendal institutions in Japan. demolition of the Government set up by the Tokugawa family, through which he was what he was. these young men were thus surreptitionaly huddled out of the country-and they doubtless felt some humiliation in laying aside the two swords which they were entitled as Samurai to wear and enjoined to respect, and in donning. instead of their own picturesque dress, the hated stiff foreign garb-yet there was some compensation for the step, and its depressing concomitants, in the face of their having been selected from among their fellow-students on account of the talent they had shown and the superiority over their compeers of intellect, and aptness for acquiring and assimilating such pabulum as would be placed before them in a practical education in Europe. Their aubsequent career up to this time appears to have justified the selection. They are Nomura, Ito, Boonda and

It was this Ito who became the greatest figure in the modern history of Japan, and the names of his comrades in that adventure are also on the roll of distinguished statesmen. Ito spent two or three years and was befriended by in England, Matheson, of the "Princely House." return was hastened by the rapid development of the movement aiming at the overthrow of the Shogunate and the restoration of the Mikado to full power and authority as head of the State, a movement with which the Choshiu and Satsuma clans were conspicuously identified. Ito on his return, if not before his departure, came under the influence of one Kido, the son of a doctor in the retinue of the Choshiu daimio. Kido was Ito's senior by eleven years. As a young man he was chiefly distinguished for his skill in fencing, and established s school in Yedo (now Tokyo), where fencing and Chinese literature were taught- promptly complied with, and at the same a common combination of studies in Old time came the Imperial Commission appoint-Japan. While in Yedo, Kido imbibed Im- ing Ito Governor of Hiogo with authority perialist sentiments and when the American over certain neighbouring districts. As his Commodere Perry appeared in the Gulf of Yedo | predecessor had left him with not an ounce of Kido, presumably out of a desire to improve his | treasure, Ito called the bankers together and Western knowledge, engaged himself as a porter | arranged with them for a loan upon the security to carry about the apparatus, etc., of the survey- of local, taxes, and so was able to carry on the ing parties. He became marked by his country- administration of the district. men as a bitter enemy of the Shogunate régime, and was obliged to hide himself during | fame. While he remained et Hiogo he himself the Choshiu campaign of 1864. We find him | made the arrangements connected with the openat this date in Nagasaki in the company of Ite, ing of the foreign Fettlement. Ite, however, was both representing themselves as Satsuma offi. | too valuable a man to be kept long in the obscure cials. There was at that time in Nagasaki one | position of a district Governor. Young though Joseph, Heco, a Japanese who some ten or he was, he was chosen as a member of the first twelve years previously had been rescued in Executive Council. In 1871 he was sent to Eumid-Pacific by an American vessel, from a rope via America with the special embassy derelict junk which had been blown out to sea | with the object of obtaining some revision in a storm. He had been taken to the United of the Treaties. There is on record States, and after re-crossing the Pacific to Hong- speech delivered by Ito at San Francisco when kong and Macac, went back to San Francisco, as passing through which so perfectly conveys the he knew that he could not safely return to Japau, hopes and aspirations of the Government party where it was still a capital offence for any at that early period of the new regime that it Japanese subject to go to a foreign country. is worth quoting here in full:

Heco picked up a knowledge of English and became a naturalised American citizen before he again crossed the Pacific, and in 1864, as we Japanese have any correct knowledge of our have said. Kido and Ito sought his assistance at country's internal condition. Nagasaki. "They at once," Heco writes in his interesting autobiography, "fell to asking me questions about foreign matters-more especially about the history of England and America, their institutions, governments and so forth. answered their queries to the best of my ability The elder (Kido) expressed himself as much interested in the Constitution of United States he said it was quite new to him." It had struck Heco that though both his visitors seemed very pleased with his frank con. versation and became very friendly, yet they were not at all inclined to be communicative about themselves. He mentioned this to his banto, who admitted that he recognised Kido as a Choshiu samurai with whom he had on many occasions associated, and when Hece subsequently casually remarked to his visitors that their accent and idiom smacked more of the Inland Sea than of Satsuma, and inquired point-blank if Kido's name was not Katsura, astonishment overspread their faces and then followed smiles and explanations. " We are very unjustly considered and treated as | rebels by the Shogun's Government, and on this account we borrow Satsuma's name whenever we come to Nagasaki on business."

The business which brought them to Nagasaki on this occasion was to seek Heco' assistance in helping the Restoration movement by explaining to foreigners the real attitude of the Choshiu Clan, namely, that it was their desire to see the governing power fully restored to the real and legitimate sovereign, the Mikado, and that the Shogun should be deprived of the power which his predecessors had usurped and he himself had retained. They deemed this essential to the peace and progress of the Empire, as well as to the development of foreign intercourse which it was their wish to encourage. A few months. later they again visited Nagasaki. In the meantime the Restoration had been making rapid progress. Civil war was imminent. Kido wanted Heco's assistance in getting Ito (who had already acquired a knowledge of English) placed on some British man-of-war on the station. A portrait of Ito taken at this time shows him in black frock coat, white tronsers and wearing a white helmet. Heco's acquaintance with English | crease our commerce, and by a corresponding naval officers was very limited, but when Admiral increase of our productions, hope to create Keppel came into port a few days later, Heco got an introduction to him, and with Kido and Ito went off to see the Admiral. It was explained to the Admiral that the Prince of Choshin had ordered several from England through an English firm in Nagasaki and that although some of these were to be sent out directly they would be practically useless since the Prince had no officers who knew anything of navigation, and that he (the manners and oustoms, arts and sciences. It is warship. "The Admiral's answer was that directions. He went again to Europe and improbable that in doing this, this noble was it would give him great pleasure to comply America in 1891 to gather material for the had any presentiment that he was with the Prince's request; that Mr. Ito, or framing of a Constitution for Japan. when Mr. Ito got on board'" But Ito did not join the Rodney with the

> "an important communication" to Heco. "He said it was the wish of the Mikado's party (i.e. the Choshiu, Satsuma and Tosa class) to have Ito placed on board an English warship in order that he might watch events at Kicto and Osaka from a distance." What Ito learnt of navigation is not related. The crisis had been reached. The Rodney's voyage to Hiogo took much longer than had been contemplated, for calls were made at many intermediate places in the Inland Sea. By the time Hiego was reached the civil him by his Imperial sovereign; and none have war had begun. The Shogun had resigned his post, had first retired to his castle at Osaka. and subsequently got on board an American warship and fled secretly to Yedo. As a consequence the Shogun's authorities at Hiogo had chartered an American vessel, and, taking with them all the treasure and the official documents. had likewise sailed in her for the Tokugawa Capital. Ito, on learning the posture of affairs, at once landed, and collecting a small body of men with flags and lanterns bearing the party crests, went to the vacant Customs House and Governor's office and took possession of them in the name of the Mikado. He thereupon wrote to his friends in Kyoto informing them of what he had done and requesting them to send down troops for the protection of the town. The request was

object of learning navigation. A few days

This, then, was Ito's first step on the ladder of

"This is perhaps a fitting opportunity to givea brief and reliable outline of many improvements introduced into Japan. Few but native Mission, under special instructions from His the rights and interests of our respective nations seek to unite them more closely in the future, convinced that we shall appreciate each more when we know each other . . . To-day it is the earnest wish of both our Government and people to strive for the highest points of civilisation enjoyed by more enlightened countries. Looking to this end, we have adopted their Military, Naval, Scientific, and Educational Institutions, and knowledge has flowed to us freely in the wake of foreign commerce. Although our improvement has been rapid civilisation, the mental ment of our people has been far greater. While held in absolute obedience by despotic Sovereigns through many thousand years, our people knew no freedom or liberty of thought. With our material improvement they learned to understand their rightful privileges, which for ages had been denied them. Civil war but a temporary result. daimics magnanimously surrendered their prin-

cipalities, and their voluntary action was accepted by a general Government. Within a year a feudal system firmly established many centuries ago has been completely abolished. What country in the middle ages broke dow its foudal system without war ? "By educating our women we hope to ensure

greater intelligence in future generations. our maidens have already commenced their education. Japan cannot claim originality as yet, but will aim to exercise practical wisdom by adopting the advantages, and avoiding the errors, taught her by the history of those enlightened nations whose experience is their teacher. A year ago, I examined minutely the financial system of the United States, and every detail was reported to my Government. The suggestions then made have been adopted, and same are already in practical operation.

"In the Department of Public Works, now under my administration, the progress has been satisfactory. Railroads are being built, both in the eastern and western portions of the Empire. Telegraph-wires are stretching over many hundred miles of the territory, and nearly one thousand miles will be completed within a few months. Lighthouses now line our coasts, and our shipyards are active. these assist our civilisation, and we rully acknowledge our indebtedness to foreign nations. "As ambassadors, and as men, our hope is to return from the Mission laden with results valuable to our country and calculated to advance permanently her material and intellectual condition. While bound to protect the rights and privileges of our people, we aim to in healthy basis for their greater activity.

"Time, so burdened with precious opportunities, we can ill afford to waste. Japan is anxious to press forward. The red disc in the centre of our National flag shall no longer appear like a water over a sealed empire, but henceforth be in fact, what it is designed to be, the noble emblem of the rising sun, moving onward and upward amid the enlightened nations of the world."

Ito's subsequent career has nothing of the same glamour of remance except in the rapidity of Prince of Choshin) was exceedingly anxious to his advance to the highest offices of the State. have some of his people placed on an English | It is a record of strenuous labour in many any other of his officers would be welcome on founded the present system of Government, board any of the vessels on the station, and that established the present order of peerage in when the Rodney came in he would at once Japan, and was first President of the make the necessary arrangements with her House of Peers; he had been Prime commander. Mr. Kido then said that his | Minister on five occasions, had been President, Government would defray all expenses, to which of the Privy Council, the first Residentthe Admiral said that that would be all right | General of Korea, and for many years the most trusted adviser to the Throne. His strenuous life had left his health unimpaired and at the age of sixty-eight he seemed capable of rendering for many years to come before the Rodney was ready to sail, Kido made services of the highest value to his country. On many occasions in the course of the great constitutional struggle had his life been in danger, but he long outlived the fanatical hatred his measures engendered among those wedded to the old ideals, and no statesman in any country has enjoyed in fuller measure the love and veneration of his country. men than did Prince Ito during the last fifteen years of his life. No statesman or soldier in Japan has had greater honours bestowed upon

> more richly deserved them. It is profitless to dwell upon the horror and sadness of the tragedy brought the famous statesman's life to so sudden a close. Now that the labourer's task is o'er the Japanese nation in the silent manliness of grief will find comfort. in the reflection that the life of the deceased. statesman, so long consecrated to the highest service of the State; has been so completely filled with splendid achievements which will remain an enduring monument to his memory.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 26th at 2.30 p.m. - Signals lowered On the 27th at 11.55 a.m.—The typhoon, bich doubtless commenced to fill up on entering the coast, appears to have crossed the West River in the neighbourhood of Wuchow last

evening. The barometer has risen considerably in China and over the S. coast of China and Tongking. It has fallen quickly in E. Japan the depression lying near Korea ctraits yesterday having resched the Pacific to the S. of

tendency to give way again over the S Philippines. Strong monsoon may be expected in the Formosa Channel, and the wind will probably

Pressure is highest over N. China. It has a

shift to the N. and N.E. and freshen along the S. coast of China. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:-Hongkong & Neighbourhood(*)

Formosa Channel South coast of China between Hongkong and Lamocks.

South coast of China between N. winds, fresh. Hongkong and Hainan ... (*) Variable to N.E. winds, light to fresh; fair at first, rain later.

LUCAL SPORT. FOOTBALL.

H.K.F.C. SIX-A-SIDE. F. C. Carroll's VI. played W. Weston's six yesterday evening and the game resulted in an easy win for the latter by 3 goals to nil.

The match reported in yesterday's issue should have been shown as a win for Weston and no

TABI	LH	TO	DAG	CE.			-
Club	Played.	Won.	Lost	Drawn.	G For	ioal Agat	Points.
W. Weston's VI	. 3	2	0	1	8	1	5
F. G. Carrol's VI.	3	2.	1	_	7	3	4
D. Danby's VI.			• 0	2	1	1	2
L. Gregory's VI			2	1	· ()	<u>- 6</u>	1
L.L.O. Garrett's VI	T. 1	0	1	0	5 0	. 5	0
		ذست					

BUFFS INTER-COY. SHIELD.

Two matches were played on the Military Ground in the first round of this competition yesterday afternoon. The first match C Coy. v. F Coy. commenced at 3 p.m., and was a very evenly contested game from start to finish. was a sight to see Taylor and Drew against such a half-back as Dare, and although Dare's team lost by the only goal of the match, F Coy. were decidedly lucky in qualifying for the secondround. The second game E Coy. v. H Coy was a very one-sided game, "E" eventually winning by three goals to nil.

Judging by the play of the E Coy. team they will take a lot of beating, and may be regarded as likely winners.

R.G.A. INTER-COY. SHIELD. This competition was advanced a step further yesterday afternoon when 87 Coy. met and defeated 83 Coy. on the Naval Ground by five goals to hil. 87 Coy, had the assistance of five of the R. A. team, and Watts and Crump toge-

scoring three and Crump two. The competition is a triangular contest and the final issue now depends-on whether 88 Coy. can beat 83 Coy., 88 Coy. having defeated 87 Coy, in the previous Match.

ther were responsible for the five goals, Watts

INTERPORT PROGRAMME.

Nov. 1909. 19th Friday Hongkong 20th Saturday 22nd Monday Shanghai v. Straits (Cricket) 24th Wednesday-Hongkong v. Etraits (Tennis) 25th Thursday Hongkong v. Straits (Cricket) 27th Saturday - Hongkong v. Shanghai (Tennis) 29th Monday-Shanghai v. Straits (Tennis) 1st day Cricket Interport Champions versus the

World. 30th Tuesday -- 2nd day Cricket Interport Cham-

pions versus the World. Dec. 1st, Wednesday-Tennis Interport Champions versus the World (time permitting). This programme is, of course, subject to alteration.

THE EASTERN AND AUSTRALIAN

We take the following from an illustrated supplement published by the Daily Commercial News and Shipping List (Sydney):-

It must be admitted by all that the Eastern and Australian Company, or the "E. & A. Line, as it is more commonly known, has done a fair share towards developing the extensive trade now being carried on between Australia and the East. It was formed in 1873, and for the first few months of its existence the service was maintained by chartered steamers. The first of them to make her appearance was the "Sun Foo," and she was followed by the "Tom Moreton," "Jeddah," "Legislator," and "Flintshire." In 1874 the Company purchased the "Sun Foo." "Somerset," and Normanby." but the first-named proved an unprofitable venture, for on the first trip after being handed over she was wrecked in the vicinity of Hongkong. The trade showed marked signs of improving, and in order to be fully prepared to cope with it the directors decided to supply larger steamers, and the 'Brisbane, " " Bewen, " and " Singapore " were They were very fine craft of from 900 to 1,000 tons, and although great favourites. a further addition, i.e., the "Queensland" was soon made to the fleet. These vessels maintained the service uninterrupted for about three years, then the "Menmuir" was introduced. She was followed by the "Catterthun" "Tannadice" in 1881, and about three years later the "Guthrie" and "Airlie" took up the running. No further building was indulged in for many years, and the vessels then engaged were more then up to requirements, and their accommodation, besides being equal to that of any vessels trading to Australia, was more than ample for the passenger traffic. However, the trade carried on with the East ultmately asserted itself again, and as tourists were than directing their attention towards the wonders and delights of China and Japan, it was decided to dispose of the "Airlie" and "Guthrie," and replace them with the remarkably fine vessels, the "Eastern," "Australian," and "Empire." On their appearance, the three last-named steamers excited much attention. and the enterprise of the owners received its well-merited reward, for the "liners" very rapidly gained savour. Some time later the Company had the misfortune to lose the "Australian"—she was wrecked on the Australian coast and it became necessary to secure another to take her place. After lengthy negotiations the Aberdeen Liner "Ninevah" was acquired, and she was named the "Aldenham." The "Empire," "Aldenham," and "Eastern are the vessels now running in the service. which is under contract with the New South Wales and Victorian Governments, and it is safe to assert that the most fastidious traveller cannot help being more than satisfied with the accommodation and attention he receives, while travelling by any of these palatial "liners" to any of the ports they call at on the voyage to Timor, Manila, Hongkong, Shanghai and Japan from Australia. The vessels of the "E. & A." fleet are all adapted for the carriage of frezen cargo, and they proceed via the Torres

Strait route when bound to or from the East.

Mesers. Gibbs, Bright and Company, managing

agents of the line, have offices at Melbourne.

Sydney, Newcastle, Brisbane and Adelaide.

THE WORLD'S GREATEST CITY IN FIGURES.

7,537,196 PHOPLE.

Facts more amazing than anything in the "Arabian Nights" are included in the London statistics for 1908-9, published by the London County Council. They show how overwhelming the vastness of

Greater London is becoming, how enormous its wealth is, and how its millions of inhabitants work, travel, marry, amuse themselves, and

govern-themselves. The present population of Greater London is estimated at 7,537,196, of whom—

4,339 are councillors or guardians. 18,000 are policemen. 551 are magistrates. . 664,294 are parliamentary electors. 43,998 are old-age pensioners. 148,644 are paupers. Its area is 443,419 acres, and it possesses: 991,383 houses.

2.151 miles of streets.

127 miles of tramways. 700 miles of omnibus routes. 15,848 acres of open spaces and parks. Its wealth, of which the following figures give some idea, is almost past computation: Rateable value... ... £44,323,704

Exports for the year These imports amounted to 32.4 per cent. of the total imports of the United Kingdom, and were brought to the Thames in no fewer than 22.531 ships

Imports for the year ...£209,672,562

The bill of fare of London's inhabitants for the year included: -

-409,730 tons of dead mest. 193,820 tons of fish. 534,691 cattle and sheep.

VAST FOOD SUPPLY. In addition there were imported for their consumption:--

1.350.807 Butter (cwts.) Wheat (cwts.) Eggs (great hundreds) ... 5,647,882 Rabhits Condensed milk (owts.) ... Bananas (bunches) Oranges (owts.) Onions (buthels). Potatoes (ewts.). 2,888,287 Rice (cwts.) 417,196 Currants (owts.) Dates (cwts) Grapes (cwts) Tea (lbs.) 7,434,799 Wine (galls.) Raisins (cwts.) ... Lemons (cwts.)... Lard (cwts.) 1.430.363 Pickles (galls.) Tomatoes (owts.) Cheese (cwts.)

Some of the other articles which were imported for their use were:-Canes and sticks Curios (worth) Matches (gross boxes) 65,052,987 Lamp oils (galla.) Fors Sheep's wool (lbs.) In their houses, shops, and factories they consumed 219,040,000 gallons of water daily and their consumption of fuel and light for

the year amounted to:-Gas (thousand cubic feet) Some of the most interesting statistics relate to the ages at which Londoners marry.

favourite ages are :--... 25 and 21 Bachalors ...21 and 25

Widows... Two-thirds of the bathelors married twenty-five or twenty-one, but one had reached the age of seventy-five, and four were seventy years old. Almost half the spinsters married at twenty-one, but seven of them had passed

their sixtleth year. Widows who marry bachelors usually select men five years younger than themselves, but when they marry widowers they usually wait until they are forty, and select husbands of forty five.

FEW RABLY MARRIAGES. Taking all classes, by far the most popular ages for marriage are twenty-one and twentyfive, only 383 persons of less than twenty years of age being married in London during the

Another striking fact made clear by statistics is that the birth rate is highest in the poorest districts. The following rates (per thousand persons give some comparisons :-...15.1 Rethral Green...31.7 Marylebone Kensington ... 19.0 Shoreditch ... 33.0

Hammersmith 19.4 Stepney 33.6 Bermondsey ...31.7 There was a noteworthy decrease in the infant death-rate during the year.

On an ordinary week-day 8,556 trains run into London, and in one month 9,743,669 persons travelled to inner London from suburban stations. The passengers carried during the year by the railways, tramways, and omnibuses numbered 1,221,453,458.

Londonors despatched 922,800,000 letters and 24,947,000 telegrams during the year. The attendance at the public swimming bath reached 3,732,833, and 251,608 persons borrowed 6.934.097 books from the public libraries. The public charities for the year amounted

to the enormous sum of £12.000.000. and. addition, £3,754,326 was spent in maintaining

other cities, as the following figures for the

Hours of sunshine Inches of rainfall

CONDITION OF THE COTTON TRADE.

THE QUESTION OF UNIVERSAL SHOET TIME. The present condition of the cotton trade not only in this country, says a recent London paper, but in all countries is causing the gravest anxiety. The origin of the trouble is well known-it is the extravagantly high price of the raw material. How the difficulties can be removed, how cotton can be reduced to a figure which will enable manufacturers to offer cloth at a reasonable price, are problems that at present remain unsolved. They are engaging the serious attention of the leaders of the cotton industry in all parts of the world,

The troubles are not new. The industry was in an unfortunate condition throughout last year in consequence of markets being overstocked during the unexampled prosperity of the previous two years. High hopes were entertained that this year a steady improvement would manifest itself, as the reports from the great Eastern markets, which are Lancashire's best customers, showed that stocks were diminishing.

Terrible Humour from Head to Foot -Had to be Wrapped in Cottons Wool-Discharged Uncured After Three Months in Infirmary— Scratched Until Bandages were Soaked with Blood.

DREADFUL DISEASE CURED BY CUTICURA

"My little boy is barely two years old, and when he was about eight months old he had to undergo an operation and have something taken out of his face. But when the time came for the operation to take place he had broken out with eczema to such an extent that he was one mass from head to foot and had to be wrapped in cotton wool. He was for three months in the ___ Infirmary under three doctors. They managed to get him sufficiently well to operate on him, that could not cure him, and at the end of three months turned him out with his shoulders and top parts of his poor little arms one mass of thick scabs, so bad that they sent splints with him in case they would be needed. The worst places were, unfortunately, just where all the weight of his clothes hung on them, and one had only to look at the child to know what he suffered. Though I put bandages on at night, he managed to rub or scratch them till he was soaked in blood and corrupt matter in the morning, and the rage had to be made wet to get them off, as they were stuck fast to the places. got one each of Cuticura Soap, Cuticura Ointment and Cutioura Resolvent. From the very first application be began to mend, and in less than a fortnight he was quite clear and now, at the end of & few weeks, it is ecarcely possible to tell where the places were. He cannot say many words, but I was quite touched when he once showed his arms, telling me "it had all gone," and the subject had not been mentioned. It has quite set him up and he is getting quite a nice strong boy, not a bit like he was. have recommended Cuticura to several suffering with eczema. Mrs. F. Webb Alderton, nr. Towcester, Northamptonshire, Eng., July 3, 1908."

Complete External and Internal Treatment for Every Humour of Intants, Children and Adults con-Every Humour of Infants, Children and Adults consists of Cuticura Scap to Cleanse the Skin, Cuticura Ointment to Heal the Skin and Cuticura Resolvent Pills to Parify the Blood, A Single Set often Cures. Sold throughout the world. Depots: London, 27, Charterhouse Sq.; Paris, 5, Rue de la Paix; Australia, R. Towns & Co., Hydney; So. Africa, Leanon, Ltd., Cape Town, etc.; U. S. A., Potter Brug & Chem. Corp., Boston. ** Post-free from Loudon depot, sample of Cuticura, with book onlakin diseases.

54---20

The year began with American cotton of middling quality selling at 5d. a pound, a reasonable price, giving planters and brokers fair returns and enabling spinners and manufacturers to put goods into the markets at saleable rates. Throughout the first four months of the year nothing arose to cause any serious alarm in the trade, though there was an uneasy feeling in Lancashire that too many spinning mills had been cerected; that the supply of yarn from them would be largely in excess of the demand Still, up to the end of April cotton had not advanced to more than 51d. a pound, and the powerful Lancashire Federation would not agree to systematised short-time running of the mills, though it was known that many individual firms were compelled by the condition of their order books to restrict output very largely.

The outlook grew worse as the year advanced. In May and June much short time was run on the Continent. Mr. Kuffler told the International Congress at Milan in May that owners of 90 per cent, of the Austrian spindles had agreed to reduce the working hours by 16 per cent. Baron Cantoni said that in Italy half the spindles were working short time.

CONTINUED ADVANCE IN PRICE.

The price of cotton continued to rise. In the middle of May it reached 53d, a pound; a month later it was 6d. a pound. By this time the position in Lancashire was most serious. The Federation again strongly urged their members to join in a scheme for the ourtailment of production; another vote was taken. and on this occasion the owners of over 90 per cent. of the spindles agreed to run only forty hours a week instead of 55t hours for a period of ten weeks. In this way the production of cotton goods was reduced by one fourth. but the amazing thing was that though the output was largely reduced the cotton brokers in America, England, Germany, and France. owing to reports that next season's crop would be comparatively small, were enabled still further to advance prices. By the end of June middling American cotton had advanced to 61d. a pound. It went up another farthing in July, remained stationary in August, and on September 25 had advanced to 74d. No doubt the huge expansion in the number of spindles had strengthened the hands of the powerful syndicates who were engaged successfully in keeping up prices. In five years, according to an estimate made by Mr. C. W. Macara, the head of the English and the International Federations, they have increased throughout the world from 105 millions to 135 millions.

GENERAL DEPRESSION.

Bug 388 was almost brought to a standstill by the prevailing conditions. A further period of six weeks short time, making sixteen weeks Even as regards its weather London excels in all, was agreed upon in Lancashire Manchester Exchange became one of the most gloomy places in Europe. And it did not stand Birming- Man- | alone. All other cotton-using countries were in London, ham, chester, a similar predicament. The United States of 1,105 894 America also shared in the general depression. and the Arkwright Club of Boston, the leading organisation of American spinners, telegraphed their desire to co-operate with the European Federation in schemes for meeting the rainous advance in the price of the raw material by systematic reduction of output. The European Federation heartily welcomed this proposal. recognizing that it would bring about for the first time in the history of the industry universal short-time working.

In a few days the Committee of the European Federation will meet in Germany to consider the serious condition of affairs, and probably to make arrangements for co-operating with America in effecting an efficient system of shorttime working on both sides of the Atlantic. The Milan Congress unanimously decided that for conditions similar to those which now prevail short-time is the only effective remedy.

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will anable you to do it. Her Specialities for the Skin are the study of a ifetime. A. S. Watson & Co. Ltd. Sole Agents,

Optional Goods will be landed here unless instructions are given to the contrary within Goods not cleared by the 2nd Nov., at 4 P.M., No Fire Insurance will be effected by me Damaged packages must be left in the Godowns for examination by the Consigner's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the E. A. HEWETT, Superintendent.

ERRINGTON, PEAK ROAD No. 8. For Particulars apply to-C SCHRÖTER, King's Buildings, HIRD. Hongkorg, 1st September, 1909. [1140

FOR SALE. NETTING for Tennis Quantity of TABLE BILLIARD SETS, SLATE BEDS, from \$40.00. CHINA EXPRESS CO., 3, Duddell Street.

TRY OUR

CORNED

CO., LTD. DAIRY FARM

JUST RECEIVED A Selection of INDOWER AND VEGETABLE SEEDS. in Packets of 10 Cents each, and PARCELS FROM \$1 TO \$10 EACH.

LAWNGRASS SEEDS. FERTILIZER. Garden Boots with Wooden Soles & Thick Felt Lining. Pictorial Guide to Gardening, &c. Inspection Invited

GRACA & 27. DES VŒUX ROAD.

恒HANGHING&Co中 DEALERS IN

Jewellery, Gold and Silver Smiths, Silk Goods, Chinese Embroideries, Crape Shawls, Bedspreads, Best Grass-cloths, Shirtwaists, Dresses. Table cloths, Ivory, Sandalwood Fans. . c. JADESTONE, CURIOS, FANCY WARES,

Wholesale and Retail at Moderate Prices; Also dealers in CHINA WARES. WATCH MAKERS, 102, Queen's Road Central, Opposite Market:

PUBLIC COMPANIES

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

TOTICE IS HEREBY GIVEN that an' EXTRAORDINARY GENERAL MEETING of the Hongkong and Manila YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subjoined resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions:-

That the Articles of Association be altered in manner following:-(a) In Article 65 the word "Five" shall be substituted for the word "Twenty." (b) In Article 86 the word "Three" shall be substituted for the word "Ton."

NG LI HING, General Manager. Dated the 15th day of October, 1909.

> INSURANCES NOTICE.

LYAVING been appointed AGENTS i COMPANY, we are prepared to secept approved European and Chinese Risks at Current Rates. -- JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909.

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

Authorised Capital ... £6,000,000 Subscribed Capital Paid-up Capital II. Fire Funds The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.

Hongkong, 14th August, 1909.

J. R. LEE & CO., P. O. Box 384, Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on Collections bought. Hongkong, 8th October, 1909.

& SON'S TAVID CORSAR MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN

TARPAULING CO ARNHOLD, KARBERG & CO. Sole Agents.

SINGON & CO.

** WARE MERCHANTS: Wholesale and Retail Ironmongers Pig Iron and Bright and Well Ventilated. Immediate Receptant Shinehandlare Name 25 1- 77 Hore Research keepers and Shipchandlers. Nos. 35 & 37, Hing Loond STREET, (2nd Street, west of Central Market) Telephone No. 515.

FROM ALL WINE DEALERS

BOLD AGINTS KAISHA BUSSAN

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD. "DOCK." A.1. A.B.C., and Engineering Code Usex. NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length 722 feet Length on Blocks Width of Entrance on Top ... 961_... Width of Entrance on Bottom ... 882 ,, Water on Blocks at Spring Tide 342 ... DOCK No. 1. Extreme Length 523 feet. Length on Blooks Width of Entrance on Top 88 "

Width of Entrance on Bottom ... Water on Blocks at Spring Tide DOCK No. 2. Extreme Length ... 371 feet Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ... Water on Blocks at Spring Tide PATENT SLIP.

Suitable for vessels up to 1,000. THIHE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING. SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

WORK. A LARGE STOCK of MATERIALS is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 LH.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

INTIMATIONS

MINISTERING CHILDREN'S LEAGUE. Under the Patronage of His Excellency THE GOVERNOR.

BAZAAR and FANCY FETE promoted by the above will be held (by kind pormission of the Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, Oct. 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents. 4 P.M. VARIETY ENTERTAINMENT. (arranged by Miss ELLA ROWE). 6.15 PLAY " A Pair of Lunetics," (Caste-Mrs. Worthington and

Capinin BAIRD, The Buffs). If wet, the Bazaar will be held in the Volunteer Head Quarters. Proceeds to be divided amongst Various Loca Charities for Children; and the Hongkong Cot in the M. C. L. Home at Ottershaw Surrey. No Chits Taken. Hongkong, 19th October, 1909.

YUEH-HAN RAILWAY CO., LIMITED NOTICE.

TENDERS are invited for the Supply of 500,000 ft. B.M. 3" by 12" by 16 to 32 ft. Oregon Pine Planks. Quality to be strictly No. 1 merchantable and full size and a certificate from the Pacific Lumber Inspection Bureau, Hongkong for the WESTERN ASSURANCE Incorporated, to accompany every shipment. Delivery c.i.f. Wongsha Railway Wharf, one half of the quantity to be delivered in two weeks and the remaining half in six weeks from receipt of order. Customs duty not included. Tenders must be in Hongkong currency

accompanied by \$500, and will be Opened in the RAILWAY HEAD OFFICE, Canton, on FRIDAY, the 29th of October, 1909, at 2 P.M. The Railway Co. reserves the right to accept any tender or none whatever. YUEH-HAN RAILWAY Co., LTD.

Canton, 18th October, 1909. HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership 1 to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership. DAVID WOOD,

Hon. Secretary. Hongkong, 7th September, 1909. __[1174

POSITION WANTED.

BY a FOREIGNER, able to speak English and Chinese, as STORE-KEEPER, OVERSEER or GODOWN-KEEPER, having had previous experiences. Good references, and guarantee can be given for a good sum. Thoroughly honest. Apply by letter to-

... R. A. H., Care of " Daily Press " Office. Hongkong, 23rd October, 1909. [1339

TO LET

TO BE LET.

For further particulars, apply to Hongkong, 14th October, 1909. TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to— REUTER, BRÖCKELMANN & Co. Hongkong, 20th September, 1909.

OFFICES TO LET. O ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to-JOHN D. HUMPHREYS & SON, Alexandra Buildings. Hongkong, 6th September, 1909. [1171 TO LET.

LIOUSE, No. 60, HOLLYWOOD ROAD, corner of Peel Street, having a Good View of the Harbour. Water and Gas laid on. Apply on the Premises, Second Floor. Hongkong, 25th October, 1909.

TO LET IN A FEW DAYS. BRIGHT and AIRY BEDROOM in Well-appointed House with Front Versadah and Good View. Bath-room and possibly a Smaller Room if required. Apply - "COMFORT," Care of " Daily Press" Office.

Hongkong, 27th October, 1909. TO LET. IN Canton, from the 1st November, two SEMI-DETACHED HOUSES, each

containing Eight Rooms with Back Yards and Servants' Quarter, on Shameen Lot 55, now in the occupation of the Mitsui Bussan Kaisha. DAVID SASSOON & Co., LD

ODOWN, No. 4, Praya, Kennedy Town. THE HONGKONG LAND INVEST

MENT & AGENCY CO., LD. Hongkong, 23rd October, 1909. TO. 1, GARDEN ROAD, Kowloon.

Fight-Roomed House and Tennis Court. Apply to-H.M. H. NEMAZEE, 9, Peddar's Hill. Hongkong, 14th August, 1909. MODREENAGH.

WELLING HOUSE To Let at PEAK, moderate. partly furnished.

JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October, 1909.

TO LET TO LET. TO. 2, ELLIOTT CRESCENT, ROBIN-SON ROAD, Six Roomed House, with INCORPORATED BY ROYAL CHARTER, 1853, Outhouse, Commanding a Fine View of the

Apply to-F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. 'Hongkong, 7th July, 1909.

STORAGE. FOR COAL, TIMBER, &C.

TO BE LET, a Portion of MARINE LOT. No. 285 at NORTH POINT, Suitable. above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 35 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply—GEO, FENWICK & Co., LTD. Hongkong, 8th June. 1906.

TO LET. GODOWN, No. 51, DUDDELL STREET.

7 Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st October, 1909. TO LET.

Suite of 3 ROOMS on Third Floor of "Hotel Mansions," with use of two Bath Rooms, suitable for Offices or Living Rooms. From 1st November next. FIVE ROOMED HOUSES at Kowloon.

and COMMODIOUS SHOPS. Nathan Road, Kowloon. Immediate Possession. Chean Rentals. KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea

Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANC.

COMPANY, LIMITED. Hougkong, 30th September, 1909. [1258] TO LET.

UNHAVEN, 33, ROBINSON ROAD. 52, CAINE ROAD. Apply to-HO Ü MING.

81, Queen's Road Central, Hongkong, 7th September, 1909. [1177 TO LET.

HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE.

OFFICES To LET. No. 2, Connaught Road, No. 3, CLIFTON GARDENS, Conduit No. 10, DES VŒUX ROAD CENTRAL, lst floor: OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B., Das Vour Road pext to the Hongkone Hotel. FLATS in MORETON TERBACH. Apply to-

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st October, 1909.

TO LET.

TN No. 6, DES VŒUX ROAD CENTRAL. 4 OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers No. 31 Wyndham Street. DAVID SASSOON & Co, LTD.

Hengkong, 15th September, 1909. TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES lately vocated by Mesars. Gordon & Co., known as 21, Whitefield, Shaukiwan Road. PREMISES at SHAMEEN, CANTON, now in occupation of the Canton Kowloon Railway. The EYRIE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well-suited for Offices. No. 5, CAMERON VILLAS (No. 57 Peak), Rep ired, Painted ann Colorwashed. No. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street. HOUSES in BELILIOS TERRACE, ROBINSON ROAD, newly painted and color-Washed, exceptionally cheap rentals."
FOR SALE.—Tor Crest, at Peak, com-

manding a Magnificent View of the Harbour and Adjacent Islands. Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings,

Hongkong, 23rd October, 1909. TO LET.

OFFICES at No. 2, PEDDER STEERT. MESSES. JARDINE, MATHESON & Co., LTD. Hongkong, 31st May, 1909.

TO LET. KING'S BUILDINGS. Mesers, Jardine, Mathebon & Co., Ltd.

Apply-THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st October, 1909. TO LET.

ODOWNS, Nos. 95, 96 and 97, PRAYA EAST. CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909.

ODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally Apply to- KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,575,000 RESERVE LIABILITIES OF PROPRIE. £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily On Fixed Deposits for 12 months 4 per cent WM. DICKSON, Manager.

TIEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

Hongkong, 6th April, 1909.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND FL. 6,125,745 (about £479,407)

HEAD-OFFICE : AMSTERDAM, HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Pecalongan. Pascercean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota-Redja, (Acheen) Bandjermasin:--Correspondents at Macassar. Bombay. Colombo. Madras. Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great

Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Account 2 per annum on daily On Fixed Deposits 12-months 41% per annum. do. 6 do. 4% J. F. VAN REES, Agent, Hongkong, 23rd October, 1909.

TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Taels 7,500,000 HEAD OFFICE-SHANGHAI.

BOARD OF DIRECTORS, BRELIN. BRANCHES: Hamburg, Calcutta, Hankow, Tientein, Peking, Tsinanfu, Tsingtau, Kobe, Yekohama, Singapore.

Founded by the following Banks and Bankers:— Koenigliche Spehandlung (Preussische STAATSBANE) Berlin. DIRECTION DER DISCONTO-

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Messrs. N. M. Rothschild & Bon: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIEECTION DER DISCONTO GESELLECHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

Hongkong, 4th December, 1907. THE MERCANTILE BANK OF

INDIA, LIMITED. AUTHOEISED CAPITAL ... £1,500,000 STREELIBED ... 1,125,000, PaiD-UP RESERVE FUND RANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... 4 per cent. ... 3½ per cent. EVAN ORMISTON, Manager. Hongkong, 27th April, 1909.

Hongkong, 4th October, 1909. [1274] OFFICES facing the Harbour from about

October at present in occupation of CONTARD. LIMITED.

CAPITAL PAID-UP Yen 24,000,000 BESEEVE FUND , 15,900,000 HEAD OFFICE-YOROHAMA.

BEANCHES AND AGENCIES. London Nagasaki San Francisco Honofulu New York Hankow Shanghai Bombay ... Peking Tientein Chefoo ni 200 Port Arthur Newchwang Dalny Antong Chiang Chun Tieling.

HONGKONC-INTEREST ALLOW :. On Current Account at the rate of 2 per cent per annum on the da ily balance. On fixed deposits for 12 months 4 % per annum TAKEO TAKAMICHI. -Manager. Hongkong, 14th September, 1909.

BANKS

TONGKONG AND SHANGHAL BANKING CORPORATION. PAID-UP CAPITAL RESERVE FUNDS:-

STERLING £1,500,000 at 2/-=\$15,000,000

RESERVE LIABILITY OF PROP'TORS \$15,000,000

COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. TOMKINS, Esq. Deputy Chairman. TC. R. Lenzmann, Esq. G. Balloch, Esq. E. Shellim, Esq. J. W. Bandow, Esq.-R. Shewan, Esq. E. G. Barrett, Esq. H. A. Siebs, Esq. C. S. Gubbay, Esq.

> CHIEF MANAGEE: Hongkong-J. R. M. SMITH.

MANAGER: Shanghai-H. E. R. HUNTER.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 22 per cent. per Annum.

For 6 months, 32 per cent. per Annum.

For 12 menths, 4 per cent. per Annum. J. R. M. SMITH. Chief Manager. Hongkong, 22nd October, 1909.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 32

per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghai BANKING CORPORATION. J. R. M. SMITH,

Chief Manager. Hongkong, 12th January, 1907. NTEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHEBLANDS INDIA COMMERICAL BANK). ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338,09 (£229,528) HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, Swies Bankverein. BRANCHES AND AGENTS all over the

World) THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent, per annum on Daily balances and accepts Fire: Deposits at the following rates:-

12 months 4% per annum. 6 do. 31% C. WOLDRINGH, Manager, No. 16, Des Voux Road Central.

Hongkong, 4th August, 1909. THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL

Capital Subscribed (paid up) Yen 5,000,000 HEAD OFFICE: TAIPEH, FORMOSA

CHARTEB)

BRANCHES AND AGENCIES: , Koba Amov Nagasaki Osaka Yokohama Shanghai

HONGKONG OFFICE: 3. DES VOUX ROAD. allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager. Hongkong, 10th September, 1909. 694 THERNATIONAL TRANKING

CORPORATION. CAPITAL PAID UP Gold \$3,250,000, = about Mex. \$7,222,222 Gold \$3,250,000 = about Mex. \$7,222,222 RESERVE FUND HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates: For 12 months 4½ per cent. per annum. For 6

For 3 No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON. Hongkong, 8th April, 1908.

CHUNG NGOI SAN PO (Chinese Daily Press). PUBLISHED DAILY.

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Circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A. Des Voux Road Central, Hongkong; 131, Fleet Street, London, or from the different Agenta. Documents translated from or into Classical

or Colloquial Chinese. ... !!

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

'BRISGAVIA. Captain Schwinghammer, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf Godown Company, / Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned. Optional Cargo will be forwarded unless

notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent. All broken, chafed, and damaged Goods must

be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd October, 1909. AUSTRIAN LLOYD'S STEAM NAVI-

NOTICE TO CONSIGNEES.

GATION COMPANY.

FROM YOKOHAMA, KOBE AND SHANGHAL

TITHE Company's Steamship.

"AUSTRIA,"

having arrived. Consignoes of Cargo are hereby informed that Goods will be landed into the hazardons and/or extra hazardons Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery Hay be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Moon on the 31st inst., or they will not be Wcognised. "2 No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 31st inst, will be subject to rent. Bills of Lading will be countersigned by SÄNDER, WIELER & Co.,

Hongkong, 25th October, 1909.

S.S. "ARMAND BEHIC." -COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London U ex s.s. "Cordonan," and "Charente." from) avre ex s.s." Charente," from Bordeaux ex s.s. " Ville de Dunkirque," in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M., To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the Lat Nov., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before

the 1st Nov., or they will not be recognized. All damaged packages will be examined on MONDAY, the 1st Nov., at 3 P.M. No Fire Insurance has been effected.

P. DE CHAMPMORIN, Hongkong, 25th October, 1909.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES. STEAMSHIP "KUMERIC,"

TACOMA, SEATTLE, VAN-COUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignoes' risk No Fire Insurance will be effected by us in

any case whatever. DODWELL & Co., LD.,

Hongkong, 25th October, 1909.

As Supplied to the House of LORDS AND HOUSE OF COMMONS.



THE VAT WAS STARTED BY THE LATE ROBERT THORNE

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO.LTD.

DR. COOK'S STORY.

PROGRESS TO THE POLE

HARDSHIPS ON THE ICE. The following is a continuation of Dr. Cook nurrative in the New York Herald :--

The ice about was much disturbed. Numerous black lines of water opened on every side. from which cozed jets of frosty steam. The great difference between the temperature of the sea and that of the air made a contrast of 76deg. and the open spots of water appeared to be Anxious as we were to move along away from

the troubled angle of ice, our usual breakfast was simplified. In elting some snow, we poured down the icy liquid as an eye-opener, then began at a 1lb! boulder of pemmican. But with cold fingers and blue lips and no possible shelter, the stuff was unusually hard to warm up. The sleds were prepared, and under the lash the dogs jumped into harness with a bound. Our pemmican, somewhat reduced with an axe, was ground under the molars as we went along. The teeth were thus kept from chattering and the stomach

was fired with durable fuel. As we advanced the ice improved to some extent. With a little search a safe crossing was found over all of the new crevices. Though a strong westerly wind carried piercing cold, good progress was made, but we were not allowed to forget at any time that we were oak; who, by his own strong right arm, gets invading the forbidden domains of the Polar environment. In starting before the end of the winter night, and camping on the open icefields in the long northward march, we had first accustomed our eyes to frigid darkness, and then to a perpetual glitter with shivers.

TORTURES OF THE COLD. This proved to be the coldest season of the year We should have been hardened to all kinds of Arctic torment, but man only gains that advantage when the pulse ceases to beat. Far from land, far from other life, there is nothing to arouse the warming spirit. Along the land there had been calms and gales, inspiring contrusts even in the dark days and nights, but here the frigid world was felt at its worst. The wind, which came persistently from the west, was now strong, now feeble, but always sharp. It inflicted pain to which we never became accustomed.

The kind of torture most felt in this wind and the humid air of the Arctic pack was the picturesque mask of ice about the face. Every bit of extraled moisture condensed and froze either to the facial hair or the line of foxtails about the hood. It made comical caricatures of us. Frequent turns in this course brought both sides to the wind, and arranged line of icicles from every hair offering a convenient nucleus. These lines of crystal offered a pleasing dash of light colour as we looked at each other, but they did not afford much amusement to the individual exhibiting them. Such hairs as had not been pulled from the lips and chin were first weighted! Then the wind carried the breath to the long hair with which we protected our heads, and left it a mass of dangling frost. Accumulated moisture from the eyes conted the eyelashes and brows, and the humidity escaping about the forehead left a crescent of snow above, while that escaping under the ohin, combined with the falling breath, made a semi-circle of ice. The most uncomfortable icicles, however, were those form ed off the coarse hair within the nostrils. It is to free the face from this kind of indurations that the Eskimos pull the facial hair out by the roots; hence the real poverty of moustaches and

LATITUDE 84DEG. 24MIN. During two days of chilly bluster the sleds exercise. were forced along with encouraging results, and on the evening of March 26, with the pedemeter more exercise, if the arm is to become a stron stronger than usual, hoping that the horizon and afford us a day of rest. The long, steady marches, without time for recuperation, had begun to check our enthusiasm. - In the daily monotony of hardship we had learned to appreciate more and more the joy of the sleeping-bag. It was the only animal comfort which afforded tried to force upon the weary body in the long

marches a pleasing anticipation. for all to act at once. The fur-stuffed boots were pulled off, and the bearskin pants were stripped. Then half of the body was quickly beef and tallow changes the hungry man's thoughts effectually.

SLEEPING-BAG'S JOYS. Tea, an hour in making, was now ready, anything. We rose on the elbows to take it. Under the its ring of ice about the waist, came off, giving we were lost to the world of ice. The warm | chest should have been called the casket. followed was an interesting study. The move- body, the heart and the lungs, and through this of the terturing winds, the blinding rays To have a well-formed chest is to fill the cup of there comes a pleasing sense with the touch of one's own warm skin, while the companionship of arms and legs, freed of their cumbersome | Service, civil or military, pass muster when the furs, makes a new discovery in the art of getting doctor or the recruiting sergeant runs the tape next to one's self.

went-among wind-swept hummocks. We had cramped lungs in a small chest mean small not gone many miles before the first rush of the power to resist disease. To be healthy, the storm struck us. Throwing ourselves over the human body must have a generous supply of sleds, we waited the passing of their blast. There oxygen, only to be obtained through the lungs, was no suitable snow near with which to begin and the lungs can only work properly in a roomy the erection of shelter, but a few miles north- casket. ward was a promising area for a camp. To this

Once in moving order, the drivers required very | runs, bright and pure, through the veins. fair day's march in spite of the weather. As the to your life,-M. W. in the Daily Mail.

sun settled in the Western gloom the wind increased. Its fury forced us into camp before the gloom was finished. The steady, rasping wind brushed the hummocks of piled-up snow into large duner, like the sands of home shores. Our snow-house was not comented with water. for fire to melt snow, except to quench the thirst. | City trades folk, and as it was "ladies' night" the storm, with senses blanted by overwork and brighten an already crowded hall benumbed with cold, we sought the comfort of the sleeping-bags.

ARMS AND THE MAN.

BRAWNY AS THE VILLAGE

BLACKSMITH.

The smith, a mighty man is he, With large and sinewy hands: And the muscles of his brawny arms Are strong as iron hands.

Longfellow's song of the village blacksmith calls up a vision of a man with whom we all sympathise—whom we all love. He is a man in the full vigcur and bloom of manhood; a man fit for his work: who takes up his daily task with resolution; who, because of his strength of body and arm, fears nothing; whose heart is of

His arm shows no weak lines—nothing femi-There is no lack of purpose in his honest frame. There is no hesitation on his face: rather is he willing and able, by the might of his sturdy arms, to perform whatever task the -day-may-bring._

Strong arms give a man faith; and they inspire faith. Masters, choosing their men, choose those with the supple, active, powerful limbs that look ready for anything. And maids look for strong arms to protect them.

Who knows when there may not be need for the strong right arm? The waves break over the ship, hurl her high into the air, then deep down into the abyss. What blessings now fall on the sturdy crew with arms of brawn and giant's strength, as they swing the lifeboat through the surf! To those in peril the strong arms are as a haven of

Or a horse goes mad, takes the bit in his teeth, and gallops wildly down the street. Strong arms are needed here. Or there is an accident down the coal-pit. Or the fire brigade captain is crying for volunteers. Or a man has fallen to the bottom of a well. So the world wags—and always the strong arm is called for. When you slip on the rung of a ladder, fall twenty feet, and crush your right arm beneath

you, then you know what a useful member the arm was. That crushed arm, now useless would seem to be the one part of your body that you always need. THE ARM WONDERFUL.

The doctor, setting your broken bones, opens your eyes to the arm's beauty and worth. He tells you of its hinges and joints and doublejoints and ball-sockets, how the rounded head of one part is made to fit smoothly and evenly without friction into that of another, how freely the head of the humerns turns, ye how closely it works in the glenoid cavity of the scapula, the shoulder-bone. The fit is to the thousa idth part of an inch. He tells you of the great muscles, the deltoid, the triceps, the biceps, and the forearm, and how they bring into play all the minor muscles, of the arm and hand; and he is likely to tell you that you have not given your arms in the past enough

For the muscles must have exercise, and ever and other methods of dead-reckoning for posi- arm, with a beauty of outline equal to that o tion, we were placed at latitude 84deg. 24min., our friend the village blacksmith's. Exercise longitude 96deg. 53min. The western horizon they demand, so that new blood may be pumped remained persistently disturbed. A brisk storm, into them, and the waste matter or broken down it seemed, was gathering, but it was a long-time | tissue may be drawn away in the return flow. coming eastward. On the evening of the 25th It is blood that irrigates muscles. The action we prepared for a blast, and built an igloo of new blood, set flowing by the rhythm of exercise, toughens and strengthens the fibrous would be cleared by a good blow on the morrow texture, and the muscles become stronger and more resilient. Blood is to the muscles what soft rain is to the warm, dry earth.

Who is prouder than the man with the big biceps as he comes forth from his dressing-tent in view of a large field waiting for sport to begin? Who with a thin, bony arm cares to relief to our life of frigidity, and with it we be stripped in public and face the questioning eyes that will be run over his person?

In the evening, after blocks of snow had He of the big bicep feels himself the lion of walled a dome in which we could breathe quiet the pack; his great muscle swells and rises air, the blue flame lamp sang notes of gas again in its pride. He warms it up, he flexes tronomical delights. A heaven-given drink of and relaxes it in the face of the crowd; and ice-water was first indulged in to quench the the crowd, seeing the bicep, counts on him to chronic thirst. Then the process of disrobing | bring victory to the tug, to win his blue, or began—one at a time, for there was not room | cross the tape. Much virtue there is in a big

And we may all have big biceps—and big triceps—and great, big forearms. It is a pushed into a bag. A brick of pemmican was question of exercise only-of the right exercise, next taken out, and the teeth were set to grind at the right time, with the right dumb-bells, on this bonelike substance. The appetite was done with spirit, as though it were meant to be always large, but half a pound of cold, withered | carried through. Six months of exercise, and any one of us may taste the joy of knowing that big muscles are rippling beneath the contisleeve muscles as strong as iron bands, and ready for

Now, the great beauty of taking an interest influence of the warm drink the fur cost, with | in arm-culture is that you are certain to extend its mask of ice, was removed. Next the shirt, the interest to other parts of your farm, divine or otherwise. Having made your arm strong, the last sense of shivers. Pushing farther into | you will not rest content until you have built the bag, the hood was pulled over the face, and | for yourself a great, big, strong chest. The sense of mental and physical pleasure which for it contains the most precious members of the ment of others, the sting of the air, the noise casket there pass the chief arteries of the body. of the heatless sun, the pains of the driv- life with health's happiness. It is to succeed in ing snows, all the bitter elements were life. You would have to look far to find a deepand the mind, freed of the agita- ohested man who has gone under in the struggle tion of frost, wandered to home and better for existence, but your flat, hollow-chested Under these peculiar circumstances individual is nearly always a social failure.

OUR DEGENERATES. Not five out of twenty applicants for the On March 27 it blew half a gale at night, but men and youths who are turned away because of at noon on the following day the wind ceased. A narrow chests fail to reach the standard, not by

Deep breathing is the chief of all chest exerwe hoped to take ourselves after a few moments' cises. It causes the intercostal muscles to pull up and widen the ribs, and when the ribs are raised they in turn push out the breast bone in The squall soon spent its force, and in the front, and so the cavity of the chest is enlarged. wind which followed good progress was made | And it is deep breathing that breeds those white without suffering severely. The temperature and red corpuscles which fight disease germs was minus 41deg. Fahr, and the baremeter 29.05. and purify the thick, crimson blood so that it little encouragement to prolong the effort to a Add inches to your chest and you add years

LIFE'S MISTAKES.

A JUDGE'S STRIKING LAY SERMON.

One of the most remarkable and delightful lay sermone that have been listened to for a long The tone of the winde did not seem to indicate | time by a secular audience was delivered recentdanger, and, furthermore, we were beginning to ly by his honour Judge Rentoul, before the realise the great need of fuel economy. We Bartholomew Club, at Anderton's Hotel, Lontherefore did not deem it prudent to use our oil don. The club itself is composed largely of Not particularly anxious about the outcome of there were wives and daughters helping to

As might have been expected, Judge Rentoul's address, which he entitled "The Fourteen Mistakes of Life," was full of humour and good stories: but its most remarkable characteristic was the earnest frankness, humbioness, and sincerity with which the learned judge unfolded a "code of life," based on his own ripe ex-

Here are "The Fourteen Mistakes of Life" in due order :-

1. To set up our own standard of right and wrong; and to expect everyone to conform . 2. To try to measure the enjoyment of others

by our own. 3. To expect uniformity of opinion in this

4. To look for judgment and experience in 5. To endeavour to mould all dispositions

6. Not to yield in unimportant trifles. 7. To look for perfection in our own actions. 8. To worry ourselves and others about what cannot be remedied.

9. Not to alleviate all the suffering that we 10. Not to make allowances for things in others that seem to untit them for success

11. To consider anything impossible that we cannot ourselves perform. 12. To believe only what our finite minds can

13. To live as if the moment would last for 14. To estimate people by their nationality, or by any outside quality. Each of these golden "don'ts" Judge Ren-

toul illustrated with a wealth of proverb and anecdote and epigram. One may just snatch a few at random :-"The greatest bore in life is the man who thrusts his own pleasures upon you. Telling

of our own exploits is one of the meanest forms "Bigotry has bathed the Churches in the blood of the martyrs. All the beauty in the world is the result of lack of uniformity."

"Let youth buy experience. Unbought experience is as worthless as an unfeed lawyer." "Hardly a single greet man has won distinc tion in the work his father intended for him." "The greatest men have been the most conspicuous "sorews'-to use a horsey metaphor. James Watt was idle; Byron morbid; Wordsworth vain; Johnson bigoted; Rousseau foolish to the point of idiocy; Napoleon a slave to sup-

"The man who is not just to your fancy is not necessarily a Judas" These and other apothegms of kindness were heard with eager attention, and a subsequent discussion showed that they had been duly marked, learned, and digested by listeners of both

MISS HARRIMAN'S MARRIAGE.

AN AMERICAN ALLIANCE.

Miss Marry Harriman, daughter of the late railroad king, will shortly be married to Mr. Robert Goelet. This alliance will unite two great fortunes. One of the reasons for hastening the completion of the great castle on the Hudson a few weeks ago and the employment of thousands of workers, for that purpose was the forthcoming marriage, but Mr. Harriman's illness took a dangerous turn, and the arrangements for an elaborate wedding on the picturesque mountain of Arden, then in contemplation. were necessarily dropped.

American Society, one reads, smiles upon the forthcoming nuptials, because in recent years it has been the fashion for rich American girls to transport their fortune to Europe " to enrich some impoverished nobleman," and this practice exasperated many patriots, who have been urging the legislature to tax all dowries experted to foreign shores. "This will be the second Harriman girl," says the New York America, "who has patriotically united herself and her fortune. Miss Mary Harriman's sister Cornelia is the wife of Mr. Robert Gerry, of New York. The Harrimans, though, were always stannelly American, and wenderfully sensible. Both girls have chosen wisely and well, and no doubt Miss Carol, the third and last daughter, will do exactly the same when she is a little

Other newspapers comment in a similar vein, and several refer to Anglo-American marriages as a frequent cause of matrimonial misfortune, Mr. Goelet — everybody calls him Bobby Goelet has great wealth. His mother was s Miss Warren, sister of Whitney and Lloyd Warren. When her husband died a few years ago he left her and "Bobby" a fortune then estimated at £8,000,000, but it is more than that now, because it is in New York real estate, which naturally has enhanced in value.



LOW EXCHANGE. GENTLEMEN, ATTENTION PLEASE JUST UNPACKED. FINE SILK AND WOOLLEN FLANNEL

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DOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1909. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press"

Hongkoug, 9th August, 1909

PENIUM

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9,630 - ON APRIL 20TH, "PRINZ LUDWIG" - -Capt. F. v. BINZER.

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Leave —Shanghai (Steamer) Arrive—Dairen (,,)		Thursday Saturday		r Tuesday
Ar. —Mukden		Sunday	Tuesday	Friday
Ar. —Changehun	5 a.m. n Train)* 6.55 a.m.	Monday	Wednesday	Saturday
Conne	ecting at Harbin with {	State Express for Moscow.	Wagon-Lits for Moscow.	State Express to St. Pet'g.
	SOUTH-BOUN	D.		-: '
Conn	ecting at Harbin with	State Express from	State Express from	Wagon-Li

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Hougkong, 20th August, 1909.

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SHIPPING.

ARRIVALS. CHENAN, British str., 1,350, Brown, 27th Oct. -Shanghai 24th Oct., General-Butterfield & Swire.

CHIMHUA, British str., 27th Oct.-Canton. DEVANHA, British str., 4,785, H. Powell, 27th Oct.—Bombay—and—Singapore 23rd—Oct.,— Mails and General—P. & O. S. Co. FRITHJOE, Norwegian str., 891, O. Andersen, 26th Oct.—Haiphong and Hollow 24th Oct., Rice and General—Order.

GLENOGLE, British str., 2934, Whartlins, 27th Oct Rangoon and Singapore 22nd Oct., General-Order.

JACOB DIEDERICHSEN, German str., 633, A. Hansen, 27th Oct.—Haiphong and Hoihow 25th October, General-Jebsen & Co. POONA, British str., 4,878, A. F. Vine, R.N.E. 26th October-London 18th Sept., and Singapore 21st October, General-P. & O.

SANDAKAN, German str., 1,792, C. Welff, 27th October - Sourabaya and Pole Laut 18th October, Sugar-Butterfield & Swire. SILVIA, German str., 4,198, Porzelius, 27th Oct.—Hamburg 17th Sept. and Singapore 21st October, General—Hamburg-Amerika

Sobhu Maru, Japanese str., 1,119, T. Sugi, 27th Oct .- Anning and Swatow 26th Oct., General-Osaka Shosen Kaisha.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 27th October. Arratoon Apear, Br. str., for Shanghai. Glonfalloch, British str., for Amey. Hangehow, British str., for Shanghai. Hongkong Maru, Jap. str., for Moji. Machew, German str., for Bangkok. Pitsanulok, German str., for Bangkok.

Poona, British str., for Takao. Silvia, German str., for Taku. Thordis, Norwegian str., for Swatow. DEPARTURES. 27th October. CHINKIANG, British str., for Canton. Chipshing, British str, for Weihaiwei. HAIMUN, British str., for Swatow. HARATA MARU, Japanese str., for Singapore.

KALGAN, British str., for Canton. LAERTES, British str., for Saigon. LOCKSUN, German str., for Swatow. NIKKO MARU, Japanese str., for Kobe. TEAN, British str., for Manila. YUNNAN, British str., for Shanghai.

SHIPPING REPORTS. The German str. Silvia reports: Rough turbulant sea and strong Southerly and West winds in the China sea.

The German str. Sandakan reports: Picked up two Chinese fishermen of capsized junk, E.S.E. to S. wind off N.E. head Lama Island, 11 a.m. on the 27th inst.

VESSELS IN DOCK. October 27th.

ARERDEEN DOCK .--KOWLOON DOCK .- On Lee, Lyndhurst, Sui On, Mathilde, Ben Thuy, Onsang, Soshu Maru. COSMOPOLITAN DOCK .-

TAIKOO DOCK-St. Enoch, Hupeh, Szschuen Asia, Changsha.

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"AUSTRIA," Captain Cobol, will be despatched as above TO-DAY, the 28th October, at 4 P.M. This Steamer has splendid accommodation for passengers, efectric light and carries a doctor. For information as to Passage and Freight.

SANDER, WIELER & Co., Princes' Buildings. Her zkeng, 26th October, 1909.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

FIHE Steamship

"DELHI," Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 30th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons. from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MALWA," due in London on the 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to-E. A. HEWETT, Superintendent. Hongkong, 19th October, 1909.

SERVICE REGULAR STEAMSHIP (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. "GHAZEE" ... About 13th Nov. For Freight and further information, apply to DODWELL & Co., LTD.,

Hongkong, 22nd October, 1909. [1129-1253

AS LOADING. VESSELS ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest! Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point. 2. From Harbour Master's to Blake Pier. 1. From Grenn Island to the Harbour Master's.

	1	The second second	1.0				
		4 r	····				THE Steamship
		2 74 7 3			in the state of t		<u>B</u>
			;			and a second	"COULSDON,"
							Capt. Turnbull, will be despatched for the above
DESTINATION.	VESSEL'S NAMES.	ILAG & BIG. B	ERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	Port on SATURDAY, the 30th Oct., 1909.
						риезени.	For Freight apply to
		4.5 (\$					ARNHOLD, KARBERG & Co.,
			·····				Agents.
				·			Hongkong, 4th October, 1909. [1275
				0.00		O- Total land of Warm	THE AMERICAN AND ORIENTAL
LONDON, &c., VIA USUAL PORTS OF CALL		Brit. str		A D C-1:44	P. & O. S. N. Co	A hand Zud Wan	LINE
LONDON & ANTWERP VIA SINGAPORE, &C		Brit. str			P. & O. S. N. Co	About 3rd Nov.	
ROTTERDAM, HAMBURG & ANTWERP, &c			k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 2nd Nov. On 20th Nov.	FOR BOSTON AND NEW YORK.
HAVRE ROTTERDAM & HAMBURG, &c	BELGRAVIA		k. w.	Hildebrant Porzelins	HAMBURG-AMERIKA LINIE	On 25th Nov.	(With Liberty to Call at the Malabar Coast).
HAVRE & HAMBURG VIA STRAITS, &c	BILVIA		k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 30th Nov	(With Liberty to Can at the Branapar Comp.
HAVRE, RAMBURG & ANTWERP, &c	BRISGAVIA	Ger. str	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 2nd Dec.	THE Steamship
HAVRE, ROTTERDAM & HAMBURG, &c	SILESIA	Ger. str.		Eckhorn	HAMBURG-AMERIKA LINIE	On 29th Dec.	1 (111) Stotmbrig
HAVRE, & HAMBURG VIA STRAITS, &c	Senegambia	Fren.str.		Bourge	MESSAGERIES MARITIMES	On 9th Nov., at 1 P.M.	"WYNERIC."
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Dan. str.		20 ag	MELCHERS & Co	Middle of Nov.	will be despatched for the above Ports on
MARSEILLES, HAVRE, COPENHAGEN, &c		Jap. str		T. Harrison	Nippon Yusen Kaisha	On 10th Nov., at D'light	SATURDAY, the 20th November, 1909.
MARSEILLES, LONDON & ANTWEEP VIA SINGAPORE,&C.		Jap. str.		N. Nielsen	Nippon Yusen Kaisha	On 24th Nov., at D'light	For Freight, apply to
MARSEILLES, LONDON & ANTWERP VIA SINGATORE, &C.		Jap. str		F. E. Cope	NIPPON YUSEN KAISHA	About 17th Nov.	ARNHOLD, KARBERG & Co.,
GENOA, MARSEILLES, London & Antwerp, &c.	P. R. LUITPOLD	Ger. str	<u></u>	H. Kirchner	MELCHERS & Co		Agents.
I MALIND MERON ALWINDS WINGS	AUSTRIA	Aus. str	,	B. Cobol	SANDER, WIELER & Co	To-day, at 4 P.M.	Hongkong, 25th October, 1909. [1345
TRIESTE, &c., VIA SINGAPORE, &c	Coulsdon	Brit. str	. -	Turnbull	ARNHOLD, KARBERG & Co	On 30th inst.	
NEW YORK	GHAZEE	Brit, str			DODWELL & Co., LD	About 13th Nov.	NATAL LINE OF STEAMERS.
NEW YORK BOSTON & NEW YORK	WYNERIC	Brit. str			ARNHOLD, KARBERG & Co	On 20th Nov.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF CHINA	Brit str	2 m.	ليف المن المن المجال وورادات	CANADIAN PACIFIC R. Co	On 6th Nov., at 6 P.M.	FIRE Undersigned GENERAL AGENTS
VANCOUVER, B.C., TACOMA & SEATLLE VIA JAPAN		Brit. str		J. Mathie	,	On 18th Nov.	in CHINA and JAPAN for the above Line
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str	1 m.		CANADIAN PACIFIC R. Co	On 21st Nov., at Noon.	are prepared to issue THROUGH BILLS
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &C	KAGA MARU	Jap. str -		M. Hagino	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.	OF LADING for all the principal ports in
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C.	. Shinano Maru	Jap. str	-pro let j	K. Kawara	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.	SOUTH AFRICA, in connection with INDO-
TACOMA VIA SHANGHAI & JAPAN	FITZPATRICK	Brit. str	<u></u> :	E. R. Hutchinson	OSAKA SHOBEN KAISHA	On 6th Nov., at Noon.	(-China-Steam Navigation-Co.'s fortnightly
CALLAO, IQUIQUE, &c., VIA JAPAN POETS, &C	Hongkong Maru	Jap. str	_	00 01.1-1- a	Toyo Kisen Kaisha	To-day, at Noon.	service hence to CALCUTTA. Sailings from
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap, str	±3 − ' ≥ _	T. Sekine	Nippon Yusen Kaisha	To-morrow, at Noon.	CALCUTTA for CAPE PORTS every fortnight.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str	_	H. Raegener	MELCHERS & CO	On 5th Nov., at D'light	To a manage and a second a second and a second a second and a second a second and a
+ AUSTRALIAN PORTS VIA MANILA	, CHANGSHA	-	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 5th Nov., at 4 F.M. On 26th Nov., at Noon.	apply to
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Јар. віт	; - -	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst., at D'light	DOD ITELE IN COIL MANAGEMENT,
KOBE & YOKOHAMA	BINGO MARU	Jap. str	—	A. Christiansen	Nippon Yusen Kaisha	On 20th Nov., at D'light	- CANTON TER ATENNA C
LKORE & YOKOHAMA.	KAMO MARU	Jap. str		F. L. Sommer	NIPPON YUSEN KAISHA	On 24th Nov., at Noon.	Hongkong, 4th August, 1898.
NAGASAKI, KOBE & YOKOAHMA	, Kumano Maru	Jap. str		Jurriaanse	JAVA-CHINA-JAPAN LIJN	Quick despatch.	
A JAPAN	TJILIWONG	Dut. str Brit. str	1 m.	C. Washen	BUTTERFIELD & SWILE	On 6th Nov., at 4 P.M.	THE TIENTSIN LIGHTER CO., LD.,
WEIHAIWEL & TIENTSIN	KUEICHOW	Brit. str.	7 10	Dowson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.	
TSINGTAU, CHEFOO & NEWCHWANG	KWEIYANG	Brit. str	<u> </u>	l ==-:	P. & O. S. N. Co	About 29th inst.	LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.
SHANGHAI	DEVANHA	Brit. str	1 m.	111 111 111 111 111	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
SHANGHAI	CHINHUA,	Brit. str		M. Courtney	I The Annual Branches to An In		HE Company possesses a Fleet of Lighters
SHANGHAI	CHOYSANG MOYORI MARU	Jap. str		J. C. Richards		To-morrow.	and Tugs and is prepared to undertake
SHANGHAI, MOJI & KOBE		Brit. str	-lm		BUTTERFIELD & SWIRE	On 31st inst., at D'light	the discharge of steamers and lighterage
SHANGHAI	WINGSANG	Brit. str.		H. G. Walker	JARDINE, MATHESON & CO., LI	o On 31st mat., at Diight	between Taku Bar and Tienusin.
SHANGHAI	RITIVIA	Gor. str	k. w.	Porzelius	HAMBURG-AMERIKA LINIE	.] On 1st Nov	DOCK AND ENGINEERING YARD,
SHANGHAI, KOBE & YOKOHAMA SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KTRIAT	Ger. str	l m.	O Pahnke	. Melchers & Co	About 3rd Nov.	Tonoku,
t SHANGHAI	ANHUL	Britight	lm,		BUTTERFIELD & SWIRE	On 4th Nov., at 4 P.M.	Estimates for all Classes of Engineering
AVELATORITAT			1 m.	Williams	BUITERFIELD & SWIRE	On 7th Nov., at D'ight	and FOUNDRY WORK, also for Docking and
				Girard	. Messageries Maritimes	. Quick despatch.	Painting Vessels, given on application to—
	I MINIKHANGE		1	100 000 000 100 000 100	JARDINE, MATHESON & Co., LD	On 5th Nov., at 3 P.M.	BUTTERFIELD & SWIRE,
SHANGHAI, YOKOHAMA, ROBE & MOVI	CANTON	Dan. str	· · · · ·		Melchers & Co	On 10th Nov.	Managers, Tientsin.
SHANGHAI, IURUMAMA	SURVIA	Ger., str	. k. w	Selmer	HAMBURG-AMERIKA LINIE	On 17th Nov.	Tientsin.
A 40 1977 TT T					. JAVA-CHINA-JAPAN LIJN	. Quick despatch.	Hongkong, 27th October, 1909. [1350
A ANTINTATOL WARE NIGHT AND AND AN ADMINIST.	. BUORU MARKU III III	· · · · · · · · · · · · · · ·	, —	K. Sugi	. Obaka Shosen Kaisha	On Statement, at 10 A.M.	
THE TRANSCOTTS WAS QUILDING AND A AMELY	. I TAVIATA WINDO (** **)	Comb. 4444		Y. Kaburaki	OSAKA SHOSEN KAISHA	Un other mac, at to A.M.	
	I MANGEMENT And		1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
I ASSESS STATES AND	I TIAITAN	I There are in second in the s	2 h.	J. B. 160801	Douglas Laprain & Co	On That inch at 10 a.m.	
'' wast in City			2 h.	EVELLE	. Douglas Lapraik & Co	On 2nd Nor ne 10 a.m.	
			2 h.	C I Danna	Douglas Lapraik & Co Jardine, Matheson & Co., Li	To-morrow at 4 E	MITSU BISHI GOSHI KWAISHA.
]	_	R. W Almone	SHEWAN, TOMES & CO	On 30th inst. at Noon	
	. Thillian and and		1 m.	Pannafathan	BUTTERFIELD AND SWIRE	On 2nd Nov. at 4 p M	(MITSU BISHI CO.)
")	1 6 6 M 1 M 1 M 1 M 1 M 1 M 1 M 1 M 1 M 1 M		E 411.	P H Rolle	JARDINE, MATHESON & Co., Li	On 5th Nov. at 4 PM	COÀL DEPARTMENT.
		, , , ,		R. Radger	Shewan Tomes & Co	On 6th Nov. at Noon	COUL DETWINESS.
		[1 m.		BUTTERFIELD & SWIRE		COLE DECEMBERONS CONTRACTOR
			* 444		. Melchers & Co		SOLE PROPRIETORS of TAKASIMA
I wareten a still A. Cl A BTTN A T/ A B/	I DUMPERU the ter	i (—————————————————————————————————————	R. Smith	. Nippon Yusen Kaisha	On 8th Nov.	OCHI, MUTABE, HOJO, NAMAZUTA,
BOMBAY VIA SINGAPORE & COLOMBO				Rose Core	Jardine, Matheson & Co., Li	On 30th inst, at 4 P.M.	SAYO, SHINNEW and KAMIYAMADA, Collieries.
BATAVIA, CHERIBON, SAMARANG, &c	Patpanas	Dut. str.	-	Pander	JAYA-CHINA-JAPAN LIJN	Quick despatch.	SOLE AGENTS FOR
BATAVIA, CHEKIBUN, SAMAMANU, CC							KISHIDAKE, MIYAO and KIGYO
				[.	\mathbf{I} $\mathbf{e} = \mathbf{e}$		TOM A MOTE ALL.

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Steamer.	Tons.	Captain.		Sailing Date.
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SHANGHAI: NAGASAKI; KOBE) "KLEIST and YOKOHAMA MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...

KUDAT & SANDAKAN ...

" COBLENZ " Capt. H. RAEGENER

Capt. O. PAHNKE

About Wed'day, 3rd N vember. Friday, 5th Nov., at D'light

Middle of "BORNEO" November. Capt. F. SEMBILL

Eongkong, 22nd October, 1909.

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Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

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Hongkong, 27th October, 1909.

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YOKOHAMA: M. ASADA, Esq. CHINK! ANG : Mesers. GEARING & Co., MANILA: Messrs. MACONDRAY & Co. For Particulars apply to H. OISHI, Manager,

No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

Gutler, Palmer & Go.'s

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RHMARKS DEVANHA About 29th Freight and Capt. H. Powell LONDON and ANTWERP VIA SINGAPORE, PEN (SOMALI About 3rd | Freight and ANG, COLOMBO, PORT | Capt. A. B. Cubitt, E.N.B.... SAID and MARSEILLES For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 28th October, 1909. NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

On 28th Oct. 4 P.M. SHANGHAI ... AMOY and CHINKIANG ... "HANGCHOW" On 23th Oct., 4 P.M. TSINGTAU, CHEFOO and NEWCHWANG "KWEIYANG" On 29th Oct., 4 P.M. SHANGHAI "CHENAN" "TAMING" On 2nd Nov., 3 P.M. "SUNGKIANG" On 2nd Nov., 4 P.M. CEBU and ILOILO "ANHUI" On 4th Nov., 4 P.M. MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNS-VILLE, BRISBANE, SYDNEY, "CHANGSHA" On 5th Nov., 4 P.M. with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH ... WEIHAIWEI and TIENTSIN "KUEICHOW" On 6th Nov., 4 P.M. SHANGHAI "LINAN" On 7th Nov., D'light.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI." AUSTRALIAN STEAMERS have superior secommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior

Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout

and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports. N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to-Hongkong, 28th October, 1909

BUTTERFIELD & SWIRE, AGENTS.

STEAMSHIP DOUGLAS LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

LEAVING. STEAMERS (FRIDAY, 29th Oct., SWATOW, AMOY and "HAITAN," Bt 10 A.M. FOOCHOW Capt. J. S. Roach (SUNDAY, 31st Oct., "HAIMUN," SWATOW at 10 A.M. Capt. Evans (TUESDAY, 2nd Nov., SWATOW, AMOY and "HAIYANG" Capt. A. E. Hodgins st 10 A.M. FOOCHOW.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ABRIVE AT, AND DEPART' FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

dongkong, 28th October, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK SWEDISH EAST ASIATIC Co., LD

GOTHENBURG. SAILINGS FROM HONGKONG. PROJECTED

SUBJECT TO ALTERATION. DATE OF SAILING. STEAMERS. DESTINATION " CANTON " On 10th November. HANGHAI, YOKOHAMA and KOBE MARSEILLES, HAVRE, COPENHA-"PEKING" Middle of November, GEN GOTHENBURG and BALTIC MARSEILLES, HAVRE, COPENHA-) "CANTON" Middle of December.

GEN, GOTHENBURG and BALTICI For Further Particulars apply to Hongkeng, 16th October, 1909.

MELCHERS & CO., AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) BTEAMERS "CHOYSANG". Friday, 29th Oct., Noon. MANILA "LOONGSANG" Friday, 29th Oot., 4 P.M. SINGAPORE, SAMARANG & SOURABAYA "ONSANG" ... Saturday, 30th Oct., 4 P.M. *WINGSANG" Sunday, 31st Oct., D'light.

†SHANGHAI. YOKOHAMA, KOBE & MOJI. "FOOKSANG". Friday, 5th Nov., 3 p.m.

*YUENSANG" Friday, 5th Nov., 4 p.m. MANILA RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 28th October, 1909.

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black See and Baltic Ports. and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports. NEXT SAILINGS FROM HONGKONG:

HOMEWARD. OUTWARD. FOR ROTTERDAM HAMBURG & ANTWERP: S.S. LIBERIA . 2nd Nov. FOR SHANGHAI, KOBE & YOKOHAMA: FOR HAYRE, ROTTERDAM & HAMBURG: ... 1st Nov. S.S SILVIA S.S. BELGRAVIA, 20th Nov. S.S. SUEVIA ... 17th Nov. FOR HAVEE & HAMBURG : S.S. SILVIA S.S. SENEGAMBIA ... 18th Nov. FOR HAVEE, HAMBURG & ANTWERP: S.S. SITHONIA 1st Dec. S.S. BRISGAVIA ... 30th Nov. S.S. SCANDIA 10th Dec. FOR HAVRE, ROTTERDAM & HAMBURG: S.S. SILESIA ... 2nd Dec. S.S. BRASILIA... ... 18th Dec. FOR HAVRE & HAMBURG: S.S. SEGOVIA... ... 28th Dec. S.S. SENEGAMBIA ... 29th Dec. Further Particulars, apply to

Hongkong, 26th October. 1909.

HAMBURG-AMERIKA Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO). S.S. HONGKONG MARU 6000 tons gross Sail- Oct. 28th, at Noon. 8.8. MANSHU MARU ... 5000 ,, ,, S.S. AMERICA MARU ... 6000 , , , ... Febr. 5m, 1910, at For particulars apply to K. MATSDA, Manager.

Hongkong, 28th October, 1909.

TOYO KISEN KAISHA, York Building.



KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

	The state of the s	-	
DESTINATIONS.	Steamers.	Томв.	BAILING DATES.
MARSEILLES, LONDON and	cs tyo maru.		WED'DAY, 10th Nov.,
ANTWERP, via SINGA-	Capt. T. Harrison.		at Daylight.
PORE, PENANG,	WAKASA MARU.		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
COLOMBO, and PORT SAID	Capt. N. Nielsen,	6,500	at Daylight.
VICTORIA, B.C. and			WED DAY, 24th Nov., at Daylight. TUESDAY, 9th Nov., at Noon.
SEATTLE, via SHANGHAI,	Capt. M. Hagino,	01000	,
MOJI, KOBE, YOKKAICHI,	S SHINANO MARU.		TUESDAY, 7th Dec.,
and YOKOHAMA	Capt. K. Kawara,	6,509	st Noon.
SYDNEY and MELBOURNE,	YAWATA MARU,	· 1	FRIDAY, 29th Oct.,
via MANILA, THURSDAY	Capt. T. Sekine.	5,000 J	at Noon.
ISLAND, TOWNSVILLE	NIKKO MARU.	_	FRIDAY. 26th Nov
and BRISBANE	Capt. M. Yagi,	6,000	at Noon.
SHANGHAI, MOJI and	(+ MOYORT MARU.	l l	FRIDAY, 29th
KOBE	Capt. J. C. Richards,	4,000	October.
	ATNGO MARU.	1	BATURDAY, 30th Oct.,
KOBE and YOKOHAMA	Cant A Christiansen.	6,500 }	at Daylight.
BOMBAY via SINGAPORE	it TOTOMI MARIE: 💳	ALLEGE - 1	MO VDAY: 8th
and COLOMBO	I GANT K. MINTELL	4.000	TAGASTINGT.
	TAMO MARIT	. 1	SATURDAY, 20th NOV.
KOBE and YOKOHAMA	Capt. F. L. Sommer,	9,000 ∫	at D'light
NAGASAKI KOBE and	T KHMANO MARUTA		I WELL THE L'EARL MOV.
YOKOHAMA	Capt. W. Winckler	, 6,000]	j at Noon.
		 (1) 	

§ Fitted with New System of Wireless Telegraphy.

t Cargo only. † Through Passenger Tickets issued to the Principal Cities in the United States,

Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS -EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE. PENANG, COLOMBO, SUEZ AND PORT SAID.

FIGHE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL HE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU - . (Capt. F. E. Cops) - - About Wed. 17th Nov. HIRANO MARU - (Capt. H. Fraser) · · About Wed. 15th Dec. KAMO MARU - - (Capt, F. L. Sommer) - About Wed. 12th Jan.

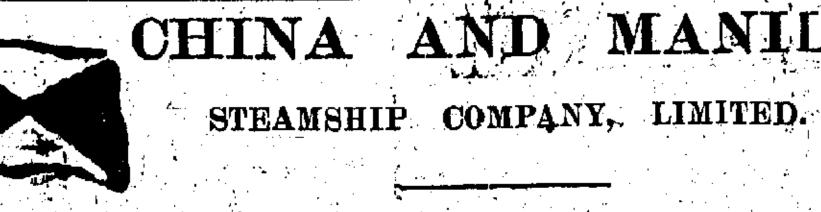
MISHIMA MARU - (Capt. A. E. Moses) - - About Wed. 9th Febr. CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road. KUSUMOTO,

Hongkong, 23rd October, 1909.

MANAGER.

[15-93



٠,	₩				
·	STEAMSHIP	Tons.	CAPTAIN"	FOR	SAILING DATE.
	RUBI ZAFIRO	2540 R 2540 R	. W. Almond Rodger	Manila Manila	On 30th Oct., Noon. On 6th Nov., Noon.
	For Freight or P	assage apply	to		AN, TOMES & Co., eneral Managers.

THOS. COOK & SON. TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS of 1910. Head Office for the Far East:-16, DES VŒUX ROAD. HONGKONG.

Japan Office. 14. WATER STREET YOKOHAMA

LINIE PENINSULAR STEAM NAVIGATION CO

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkone	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days carlier)	Due PLYMOUTH (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000 ASSAYE 7500 DELTA 8000	February 5 February 19 March 5	MANTUA 11000 CHINA 8000 MALWA 11000	March 5 March 19 April 2	March 11 March 25 April 8
MACEDONIA 10500 DEVANHA 8000	March 19 April 2	(Through Steamer) calling at BOMBAY) MONGOLIA 10600	April 30	April 22 May 6
ASSAYE 8000 DELTA 7500 DELHI 8000	April 16 April 30 May 14		May 14 May 28	May 20 June 3 June 18
			-	

Passengers change Steamers at COLOMBO, and those for BRINDIS1 transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax) 1ST SALOON £71.10 SINGLE. £106.14 RETURN.

In addition to the above Mail Steamers the following:-INTERMEDIATE (Non-Transhipment) STEAMERS

WILL LEAVE FOR

STEAMERS			Leave Hongkong	Due London
SYRIA SUMATRA NYANZA SUNDA MALTA SARDINIA NORE	### ### ### ### ### ### ### ### ### ###	Torinage 6600 4600 6700 6060 6670 6700	about January 26 February 9 February 23 March 25 April 20 May 4 May 18	about March 12 March 26 April 9 May 7 June 4 June 18 July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE. £82.10 RETURN. £39 1**0**

* Carry 1st and 2nd Saloon Passengers. For Further Particulars, apply to:-

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND BAILWAY



THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

E. A. HEWETT.

SUPERINTENDENT

MOJI, KOBE and YOKO- Capt. E. R. Hutchinson, 4,416 Nov., at Noon.	POB	8,TEAMERS	Tons (Gross reg.)	LEAVES.
I HAMA	MOJI, KOBE and YOKO-	Capt. E. R. Hutchinson,	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

	·	
FOR	STEAMERS.	LEAVES.
TAMSUL VIA SWATOW,	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 31st Oct., at 10 A.M.
ANPING VIA SWATOW,	"SOSHU MARU" Capt. K. Sugi	SUNDAY, 31st Oct.,

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "Choshun Maru" and "Bujun Maru" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings. T. ARIMA, MANAGER

COAL.

DUNKER COAL can now be Supplied,

from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuar and Brooketon, at Reduced Rates. Large stock always on hand. Apply - SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan.

LABUAN COAL.

Telegrams: "Labor Labuan." BRADLEY & Co., Agents. Hongkong, 12th August, 1909.

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS PRINTING WORKS turn out the Best Printing at Reasonable Prices. DAILY PRESS" Office.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

TOTICE-THIS COAL can only be FIHE VOLUME which consists of 461 obtained from The LABUAN COAL- Pages, and includes a Sketch Plan of FIELDS Co., Lp., who are prepared to Supply historical interest showing the disposition of FRESH COAL straight from the Mines the Forces at the battle of Kweilin, is dedicated. Steamers load at the Wharves. Quick despatch to Sir Robert HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it rives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese

Emblem in Gold. PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "Hongkong

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mails from EUROPE VIA SIBERIA: Date of Despatch from London.

6th October

Fremantle

Date due in Hongkong.

To-morrow

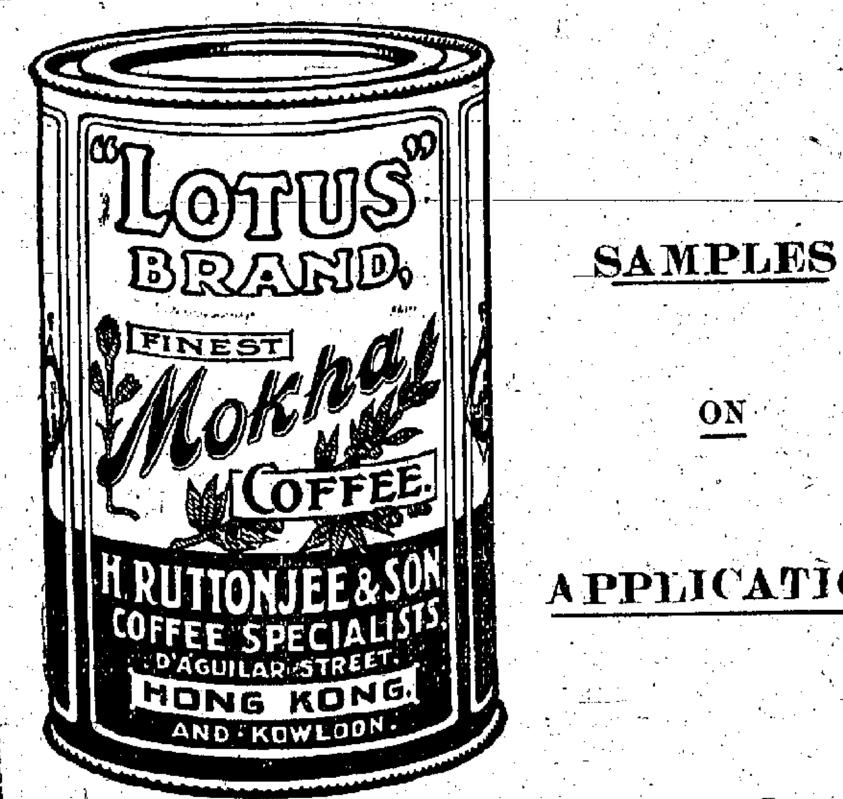
Vessels. Delhi.

The Public are informed that the Christmas and New Year Parcels Mail to the United Kingdom will be closed in this office at b p.m., on Friday the 12th of November 1909. In order to facilitate the work and avoid delay it is requested that Parcels be posted before the above date. This Percel Mail by the long sea route via Gibraltar is due in London on the 18th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, such parcels are due to reach London on or about the 10th of December with the Letter Mail. Parcels containing Gold or Silver must be Insured for at least part of their value. All Insured parcels must be sealed. All the seals must be of the same kind of wax, and must bear distinct impressions of some device This device must be the same on each seal. Straight curved or Crossed lines are not admissable Buttons or Coins must not be used for sealing. The Clerks of this Post Office are strictly forbidden to eal Parcels for the Public or to

affix stamps on latters or parcels. Parcels tendered for posting that do not comply with the regulations will not be accepted

The Empress of China, with Canadian mail, left Shanghai on Tuesday, the 26th inst., at 4

FOB.	PBR	DATE
Moji, Kobe, Yokohama, Honolula, Manzacillo) Salina, Cruz, Cal ao Iquique, Valp raiso and Coronel Macac Singapore, P. acn: and Calcutta Changhai Amoy and Chinkiang Newchwang Amoy and Straits Swatow, Amoy and Foochow.		Thursday, 28th, 3.00 P.M. Thursday, 28th, 3.00 P.M.
Manila, Thursday Island, Cooktown, Cairne, Townsville, Brisbane, Sydney Hobart, Lannesston, New Zealand, Mel- bourne, Adolaide, Perth, Dunedin and	Yawata Mara	Friday, 29th, 11.00 A M



APPLICATION.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 27th.	
On London:	٠,
Telegraphic Transfer	
Bank Bills, on demand	
Bank Bills, at 30 days' sight 1/82	
Bank Bills, at 4 months sight 1/8 is	
Credits at 4 months' sight	
Documentary Bills 4 months' sight 1/94	
Ow Paris -	
Bank Bills, on demand217	
Credits, at 4 months' sight221	
ON GERMANY:	•
On demand176½	
AN NEW YORK	
Bank Bills, on demand42	
Credits, at 60 days' sight438	•
ON BOHRAY:	
Telegraphic Transfer1283	
Bank, on demand129	
ON CALOUTTA:-	
Telegraphic Transfer	
Bank, on demand	
ON SHANGHAL	
Bank, at sight743	
Private, 30 days' sight	
ON YOKOHAMA:—On demand833	
ON MANILA:—On demand—Pesos—843	
ON SINGAPORE:—On demand734	
ON BATAVIA:—On demand1033	
ON HAIPHONG:—On demand71. % P	11
Ov Sargon On demand	I
ON BANGKOK:—On demand89	
Sovereigns, Bank's Buying Rate\$11,60	
GOLD LEAP, 100 fine, per tael	
BAE SILVER, per oz23 1	
OPIUM.	ķ

October 26th. \$1,250/1,280 per picul. Malwa Older ... " ... \$1,330/1,350 Malwa V. Old ... 81,370/1,400 Persian fine quality ... \$1,100/1,050 Persian extra fine ... \$1,160/1,180 per chest. Paina New \$1,300 ... \$1,280 Patne Old Benares Old .

VESSELS EXPECTED.

THE MUIAN MAIL. The Apear str. C. Apear from Calcutta left Singapore on the 22nd instant, afternoon, and

may be expected here to-day. The Apear str. Gregory Apear from Yokohama and Kobe, left Moji on the 23rd instant, and may be expected here to-day.

The Indo-China str. Fooksang from Calcutta and the Straits left Singapore for this port on the 25th instant, at 1 p.m., and is due here on or about the 1st prox. at daylight. THE CANADIAN MAIL.

The C.P.R. str. Empress of China arrived Shanghai at 8 a.m. on the 25th instant, and left again at 4 a.m. on the 26th inst. for Hongkong. where she is due to arrive at 3 p.m. to-day. The C.P.R. str. Monteagle left Vancouver for Hongkong on the 22nd instant p.m. via the usual ports of call.

THE AMERICAN MAIL. The P.M. str. Mongolia left Yokohama on the 24th instant, and is due here in the 2nd

Stadt and Ishida. Per Nikko Maru, for Japan, Mr and Mi Cobbold, Mr and Mrs Gilbert, Capt. and Mr Currie, Mrs Jenson, Misses I. Gage, W. Gage Steel, Ball and Kasahara, Messrs Cahn, W Gage, G. A. Thompson, de Witt, Shjokawa, K. Oshima, E. W. Tickler, C. Colson, Dawes, Paygaygay, Suito and Takatsu.

HONGKONG METEOROLOGICAL. REGISTER.

Hongkong Observatory, October 27th.

	Previous Day	On Date at	On Date at 4 p.m.	
Barometer Temperature Humidity		80.02 82 84	29.93 81 83	
Wind Direction Force Weather	S 4	8, 1, 0	1 C	
E142)/1 sesse spide ses			L 01	

"Highest open air Temperature on 26th..... 81 Lowest oren air Temperature on 26th 77



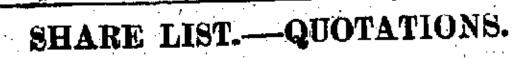
MEXTURE

" Let those smoke now who never smoked before,

And those who always smoked new smoke the more."

IN THREE STRENGTHS:-MILD, MEDIUM & FULL.

SOLD EVERYWHERE.



HONGKONG, OCTOBER 27TH, 1909.

	Stocks,	NO. OF SHARES.	VALUE.	PAID UP	CLOSING QUOTA- TIONS CASH.	
						Αι
SAMPLES	Banks	100 000	1 21251	all	\$995, sales	
	Hongkong & Shanghai Bank Corporation	120,000	\$125	£6	£91. \$65, buyers	BE
	National Bank of China, Limited	99,925	£7			
	Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6		B
	China Borneo Company, Limited	60,000	\$12 \$10	\$12 \$10	\$12 ₉ , sellers	
\mathbf{ON}	China Light and Power Company, Limited.	50,000 50,000	\$10 \$1	81	\$53, buyers	Br
	China Provident, Loan & Mortgage Co., Ld	_200,000	\$10	\$10	89.50, buyers	10.
	Cotton Mills.—			m; 50	mis 1401	
	Ewo Cotton Spin'r. & Weaving Co., Ld.	20,000	Tls. 50		Tls. 148½. \$5.	C ₂
	Honokong Cotton Spinning Co., La	125,000 10,000	\$10 Tla. 75	Tls. 75	Tls. 88.	}
APPLICATION.	International Cotton Manufing Co., Ld. Laou-Kung-Mow C. Spin & Weav. Co., Ld.	8,000	Tls. 100		1 4/0	Cı
	Soy Chee Cotton Spinning Co., Limited	2,000		أمعا	1	'
	Dairy Farm Company, Limited	40,000	\$72	\$6	\$16 ₂ .	C
	DOCKE AND WHARVES			all	£64, sellers	-4
	Whene & Kowloon Wharf & G. Co., La.	60,000 50,000		' · '	\$55, sellers	C
	Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited	10,000	\$63	4	39, sellers Tls. 76, sales	
	Shanghai Dock and Engineering Co., Lu	55,700	Tls. 100		Tis. 70, sales Tis. 140.	C
	Shangnar and Hongkew Whart Co., Lu.,	30,000		200	\$11, seilers	
	Fenwick & Co., Limited	18,000	1		\$7, sal & buy.	C
[38]	Green Island Coment Co., Limited		1		\$210, buyers	
THE GERMAN MAIL.	Hongkong and China Gas Co., Limited	7,000 60,000			520 ₂ , sellers	C
The I.G.M. str. Kleist carrying the German Mails with dates from Berlin of the 5th instant,	Hongkong Electric Co., Limited	12,000	850 }	\$50	372 ₂ .	10
left Colombo on the 24th instant morning, and	Hongkong Hotel Company, Limited	8,000	' <u> </u>	\$25 all	543½. 5180, sollers	
may be expected here on or about the 4th prox.	Hongkong Ice Company, Limited	5,000 60,000	_ 1	- 11	\$23, sellers	C
The I G. M. str. Prinz Waldemar left Bydney	Hongkong Rope Manuacturing Co., Limited					·
on the 21st inst., at noon, and may be expected	Canton Insurance Office Co., Limited	10,000		~ un/	\$162½. \$114, buyers	C
here on or about the 12th prox. The E. & A. str. Empire left Sydney on the	China Fire Insurance Co., Limited	20,000		* 1 wo		
23rd inst., for Queensland Ports, Manila and	China Traders Insurance Co., Limited Hongkong Fire Insurance Co., Limited	24,000 8,000	_ '	ก 850) &375.	E
this port, and is due here on the 16th prox. The C.N. Co.'s str. Taiyuan leaves Sydney on	North-China Insurance Co., Limited	10,000	£18	5 , 25	11s, 110, sellers \$847½.	
the 30th inst., and is due here on the 24th prox.	Union Insurance Society, Limited	12,40		~ l		G
MERCHANT STEAMERS.	THIS USE THE HAME TESSUCIALISM, Z.	15,55				
The Ben Line str. Benarty left Singapore for Hongkong on the 21st inst. and may be ex-	LANDS AND BUILDINGS.— Hongkong Land Invest. Agency Co., Ld	50,000	0 \$100		5104½, sellers	E
nected here to-day.	Humphreys' Listage and Finance Co., Ld	י דייסייסקי	0 \$10	0 811		
The O.S.K. str. Fitzpatrick from Tacoma	Kossicon Land and Building Co., Ld	, טיעט	0 :	71 mg 50	n Tis. 120.	F
left Shanghai for this port on the 24th instant and is expected here to day.	Wast Point Sulmons Co. Limited	12,50	ŏ ੑੑੑ૽૽ૻ: \$5		0 541, buyers	
The NY I str. Bingo Maru Europear			30.00	,,	\$625, buyers	E
Line) left Singapore on the 22nd instant, and is expected here to-day.	MODIFIED REPORTED HIS STANDARD REPORT OF THE PROPERTY OF THE P	16,00	0 Fes. 25	. 1 10//1		•
The NYK str. Moyori Maru (Bomba)	Raub Australian Gold Mining Co., Ld	200,00		11	\$132, sellers	
Line) left Singapore for this port on the ZIS	Peak Tramways Co., Limited	25,00 50,00		S1 1	₹11, sellers	
inst., and is expected here to-day. The J.CJ. Lijn str. Tjibodas left Moji for	Dilliming Co. Limited	75,00	_ ′		0 \$9, sellers	
this port on the 23rd instant, and may be	Department in			. 11	\$147, buyers	1.
expected here to-day. The str. Heliopolis from Durban left Chin	China Sugar Refining Co., Limited	$\begin{array}{c c} 20,00 \\ 7,00 \end{array}$. L		
wantao on the 24th instant, and is due here to	Luzon Sugar Refining Co., Limited	1,00		$ u \mid \qquad $	O \$50, sellers] }
morrow. The JCJ. Lijn str. Tjiliwong left Batavi.	Robinson Piano Co., Limited	4,00	20	,,,		
for this port on the 20th instant, and may b	I SARAMSHIP CUMUKANIMA	30,00	xo 82		5 \$8½, sellors	1
armented here to-morrow.	Dongles Steamship Co., Limited	20,00	XO', \$5	50 all		
The N.Y.K. str. Kaga Maru (American Line left Kobe for this port via Moji and Shangha	Hongkong, Canton & Macao S.B. Co., Lo		. 1 ' "		\$41,]
on the 22nd instant, and is expected here of	Indo-China Steam Navigation Co., Ld	60,000 pre 60,000 de	f. 🐧 📑	25 all	\$19, buyers	
the 31st inst. The Swedish str. Canton left Port Said or		2,000,00	00 £	O. A	71 ₁ -, buyers	<u> </u>
the 14th instant, and may be expected here of	Star Ferry Company, Limited		1	LU	5 \$144, seliors	
or about the 10th prox.	South China Morning Post, Limited	₹ - 6,0€	00 Š2	25 ₹	25 \$232, Duyers 55 \$04.	' 1
The N.Y.K. str. Yeboshi Maru (Bomba Line) left Bombay for this port via Colomb	Steam Laundry Company, Limited	20,00	DO S	\$5	WY47	1
and Singapore on the 20th inst., and is expecte	NTORES AND DISPENSARIES.	1,20	10 8	10 al	1 512 .	
here on the 10th prox.	Campbell, Moore & Co., Limited Wm. Powell, Limited	15,00	00 :	87	67 354 Bellers	
PASSENGERS.	Watkins, Limited	10,00	00 \$.	10 \$	10 \$5, seilers	j
Per Chenan, from Shanghai, Mrs Blair, Mi	A. S. Watson & Co., Limited	90,0		00 151	00 8150.	
Lloyd Jones, Dr. Gano and Mr Howard.	At alpoinment, and a second	bro Moo i	y, \$	10	\$4 512½, sellers	
Per Hakata Maru, for London, Capt. an	d United Asbestos Oriental Agency, Limited				10 \$300. 10 \$10½.	
Mag Hopey Day, Mrs Tovamasu, LientComd	OMIGH A PROTOGO CON TITULES AND	••• DU _I UI				
Matsucka, Messrs Y. Ototake, J. H. Schole W. T. Wilson, W. Wilson, Jas-Guy, P. A. Va	FireBers.—		-		52/- sellers	
Stadt and Tshida.	Linggis				24/- buyers 15/- seiters	
Per Nikko Maru, for Japan, Mr and M	Linggis Anglo-Malays	·· [36/- sellers	,
Cobbold, Mr and Mrs Gilbert, Capt. and Mrs Currie, Mrs Jenson, Misses I. Gage, W. Gag	palgownies				\$694(Straits),ee	12-
Steel Rall and Kasahara, Messrs Cahn, V						T

STEAMERS PASSED THE CANAL.

Loans.

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Oct. 6th-Indien, Denbighshire, Erzher20g, Franz Ferdinand, Glenlochy, Konong Si, Shimosa. 9th-Australien, Menelaus, Nore, Ching Wo. 13th-Benlemond, Braemar, Priam, Voronej. 16th-Kleist, Dortmund, Deucalion, Kawachi Maru, Pak Ling, Ernest Simons. 20th—Derfflinger, Saxonia, Lismore. 23rd— Kamo Maru, Atsuta Maru, Borneo, Palawan, Peleus, Vanadlia. 27th-Admiral Olry, Australien, Benmohr, Senegambia, Hyson, Montrose, DAILY PRESS" Office or from Booksellers

SHIPPING IN PORT

MEDIUM STRENGTHE

Mr G. Curry Asra, American str., 4,567, Harry Gaukroger, 21st Oct. - San Francisco 23rd Sept. and Hon. Mr.
Shanghai 19th Oct., Mails and General - Market Decides P. M. S.S. Co.

USTRIA, Austrian str., 4,879, B. Cabas, 24th October Shanghai 21st Oct., General Capt. & Mrs. H. A.

Sander, Wieler & Co. BENALDER, British str., 1,958, A. Tough, 25th Mr. and Mrs. C. W October-Moji 20th October, Coal-Gibb,

-Haiphong 13th October, Wood-Wilks BRAND, German str., 1,519, M. Evensen, 20th Mr. Denman Fuller Oct.-Hanyang 12th October, General-

CARL DIEDERICHSEN, German str., 774, J.

Kayser, 12th Oct.—Haiphong via Hoihow
11th Oct., Coal and General—Jebsen & Co.
CHANGSHA, British str., 3,455, G. W. Eidy,
22ud Oct.—Sydney 25th Sept. and Manila
19th Oct., General—Butterfield & Swire.

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Hon. Mr. and Mrs. E. A. Wallem & Co.

CHINHUA, British str., 1.348, J. Speed, 24th Hewett October - Shanghai 21st Oct., General Miss C. B. Holt Butterfield & Swire. CHINKIANG, British str., 1,229, Kay, 26th Oct. M. & Mrs. S. S. Howland — Chefoo 20th Oct., General—Butterfield Mr. I. Iboleon & Swire.

CHIYUEN, Chinese str., 1,177, C. Stewart, 22nd Mr. Carl. Albertz Oct .- Shanghai 17th October, General-C. M. S. N. Co. CHOISING, German str., 1,021. Bruhn, 20th Capt. & Mrs. Burton October-Bangkok 11th Oct., Rice and Mr. W. H. Burtt Meal-Butterfield & Swire.

CHOWFA, German str., 1,085, Bruhn, 22nd Oct. Miss R. M. Eloin -Bangkok 14th Oct., Rice-Melchers & Mr. Thos Foster CHOWTAI, German str., 1,115. W. Mollermann, 25th October-Swatow 24th Oct., Rice- Mrs. A. W. Hilton

Butterfield & Swire. CLARA JEBSEN, German str., 1,103, J. Bende-Ben, 26th Oct.—Rangoon and Hoihow 24th October, General-Jebsen & Co. ESKDALE, British str., 1,946, G. W. Duff, 13th Oct.-Java 26th Sept., Sugar-Dodwell &

GLENFALLOCH, British str., 1,434, Mason, 25th October-Singapore 18th Oct., General-Joo Fook Sing. HANGCHOW, British str., 999, G. Mawley, 16th

October-Chefoo 11th October, General- Mr. A. Austin Butterfield & Swire. HILARY, German str., 1,276, R. Hatje, 15th Dr. Black Oct.—Tsington 9th October, Salt—Sander, Mr. W. F. Brewer

Wieler & Co. . . Hongkong Maru, Japanese str., 3,447, S. Mr. H. Bulmer Togo, 16th October - Moji 12th October, Consul Genl. D. Cinatti General-Toyo Kisen Kaisha. HUPEH, British str., 1,234, Mathias, 5th Oct.-

Karatsu 29th Sept., Coal - Butterfield &. KAI PING, British str., 1,604, Macfarlane, Mr. R. M Dyer 22nd October-Chingwantao 17th October, Mr. Harrison

KALGAN, British str., 1.143, E. J. Pottinger, Mr. L. V. Langston 26th Oct.-Chefco 21st Oct., Beans and Mrs. Langetein General—Butterfield & Swire. Miss Langetoin KUMERIC. British str., 4,006, J. Mathie, 25th Mr. & Mrs. v. C. Logan

October-Seattle and Moji 20th October, General and Flour-Dodwell & Co. KWEIYANG, British str., 1,044, M. Dawson, 22nd Oct.—Dalny 15th Oct., Beans and General-Butterfield & Swire. Loongsang, British str., 1,093, F. Wheeler, 26th October-Manila 22nd Oct., General

- Jardine, Matheson & Co. MACHEN, German str., 998, K. G. Zollner, 20th October-Bangkok 12th October, Rice-Butterfield & Swire.

MATHILDE, German str., 831. A. P. Ulderap, 24th October-Heihow 23rd Oct., Pigs-Jebsen & Co. MEEFOO, Chinese str., 1,339, J. Mocarthur,

24th Oct.—Shanghai 21st Oct., General— C. M. S. N. Co. MINNESOTA, American str., 13,323, T. W. Garrick, 24th October-Manila 22nd Oct.,

General-Nippon Yusen Kaisha. NIJNI NOVGOROD, Russian str., 1,892, Kissimoff, 24th October-Odessa 10th Sept. and Singapore 17th October, General-Melchers & Co. NORD. British str., 1,247, Yedd, 24th October-

ONSANG, British str., 1,410, Wooley, 22nd Oct. -Samarang 10th Oct., Sugar-Jardine, Matheson & Co. PEIHO, French str., 3,282, Cazal, 21st Oct.-Antwep and Singapore 14th Oct., General

. Quotation.

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19th Oct.—Bangkok 11th and Swatow 18th Rice-Butterfield & Swire. QUARTA, Dutch str., 1,146, H. Madron, 21st October Java 9th October, Sugar - Java-China-Japan-Lijn.

EUDI, British str., 1,619, R. W. Almond, 26th October-Manila 23rd October, General-Shewan, Tomes & Co. SZECHUEN, British str., 1,142, J. V. Sidford 3rd Oot.-Wakamatsu 26th Sept., Coal-

Butterfield & Swire. TELEMACHUS, British str., 1,340, Gillespie Edwards, 23rd October—Saigon 17th Oct., Rice and General-We Fat Sing. THORDIS, Norwegian str., 1,091, Jorgensen, 21st Oct.—Swatow 20th Oct., General— Kin Tye Loong:

TINGSANO, British str., 1,045, R. Y. Anderson. 22nd Oct.—Chingwantao 14th Oct., Coal— Jardine, Matheson & Co. TJILATJAP, Dutch str., 2,400, P. J. Emmerich. 25th October Macassar 16th Oct., General

_Java-China-Japan Lijn. WARAMATSU MARU, Japanese str., 1,722, U Sikawa, 23rd Ootober-Wakamatsu 17th Oot., Coal-Mitsu Bishi Goshi Kwaisha WINGSANG, British str., 1 17, J. Smith, 24th

October-Chefoo 1 A October, Salt-Jardine, Matheson & Co. YAWATA MARU, Japanese str., 3,816, I. Sekine, 25th October—Yekohama 16th October, Potatoes, Onions, Silk, &c.—Nippon Yusen Kaisha.

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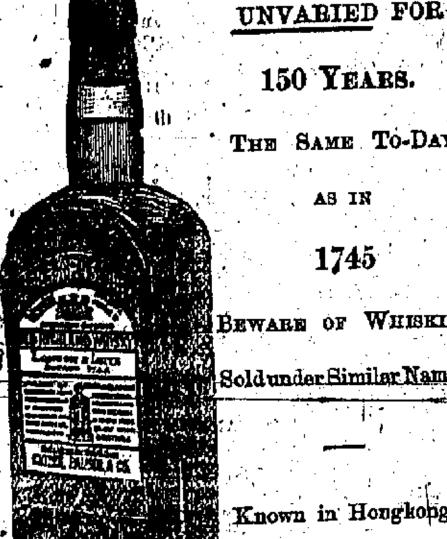
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